# HISTORICAL RESOURCES EVALUATION REPORT

# Replacement of the Chapala Street Bridge Over Mission Creek (51C0250) City of Santa Barbara, Santa Barbara County, California

BRLSZD-5007(043)

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September 2010

# SUMMARY OF FINDINGS

The City of Santa Barbara (City), with funding from the Federal Highway Administration, proposes to replace the Chapala Street Bridge over Mission Creek (51C0250) in the city of Santa Barbara, Santa Barbara County, California. The project will replace the bridge that has been determined to be structurally deficient. At the request of the City, Applied EarthWorks, Inc. (*Æ*) has prepared this Historical Resources Evaluation Report in support of the project. This report addresses only those resources identified within the project's Area of Potential Effects (APE).

The Mission Creek Diversion and Depot Park are within the APE and are both contributors to the Southern Pacific Train Depot, which is listed on the National Register of Historic Places (NRHP). One property, a single family residence at 120 Chapala Street, has been previously evaluated and determined to be eligible for the NRHP. Consequently, all of these properties are historical resources for the purposes of the California Environmental Quality Act (CEQA). Two properties, 134 Chapala Street and 135 Kimberly Avenue, have been previously evaluated and determined to be ineligible for inclusion in the NRHP, nor are they historical resources for the purposes of CEQA. One previously evaluated structure, the Potter Hotel Footbridge, is not eligible for the NRHP but is a Structure of Merit for the City of Santa Barbara and therefore is a historical resource for the purposes of CEQA.

Two buildings and one structure were formally evaluated for their potential eligibility for inclusion in the NRHP. One structure, the Chapala Street Bridge over Mission Creek (51C0250) is listed in the California Historic Bridge Inventory as Category 5 (not eligible for the NRHP). In *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project* prepared in 1999, this structure was evaluated as eligible for the NRHP and the California State Historic Preservation Officer concurred. Due to the conflicting findings and new information, the California Department of Transportation requested that the bridge be re-evaluated. *Æ* concluded that the bridge is not eligible for the NRHP but is eligible as a Structure of Merit for the City of Santa Barbara and therefore is a historical resource for the purposes of CEQA. One property, 203 Chapala Street, does not appear to be eligible for the NRHP, but it is a City Landmark and is therefore a historical resource for the purposes of CEQA. The third property does not appear to meet the criteria for listing in the NRHP, either individually or as a component of a district, and is not a historical resource for the purposes of CEQA.

Architectural Historian Aubrie Morlet, who is qualified under the Secretary of the Interior's Standards and Guidelines for conducting architectural historical studies, determined that all other architectural resources within the study area do not meet the minimum requirements to warrant evaluation. In addition, *Æ* has evaluated the resources in accordance with Section 15064.5 (a)(2)–(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code, and determined that no other resources within the Architectural Study Area are historical resources for the purposes of CEQA.

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## APPENDICES



## TABLES

# 1 PROJECT DESCRIPTION

The proposed project is in the southern part of the city of Santa Barbara in Santa Barbara County (Map 1) within California Department of Transportation (Caltrans) District 5. It lies within an unsectioned portion of Township 4 North, Range 27 West as shown on the Santa Barbara U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Map 2). The setting features a densely populated urban area with residential and commercial buildings typically seen within the city of Santa Barbara. The Area of Potential Effects (APE) is based upon the Area of Direct Impact (ADI) established by the City of Santa Barbara Public Works Department. The project area is located at the intersection of Chapala and Yanonali streets. The APE incorporates the entire parcel for all properties situated within and adjacent to the ADI for the proposed project, including resources that may be indirectly affected (Map 3).

Chapala Street is classified as local urban and is configured as one lane of traffic in each direction. The northwest portion of the bridge on Chapala Street is closed with chain link fencing to exclude vehicular traffic from the short section of Chapala Street between the Yanonali intersection and the Union Pacific Railroad tracks. Mission Creek in the vicinity of the Chapala Street Bridge is contained in a concrete-lined channel with vertical stacked sandstone walls at three corners of the bridge and a near-vertical sacked concrete wall at the northeast side, downstream of the bridge. The channel is approximately 28 feet wide and 10 feet deep beneath the bridge.

The existing bridge is a simple-span timber-floor beam bridge set on a 66-degree skewed angle. The bridge, built in circa 1920, is resting on sandstone abutments constructed for an earlier bridge of an unknown date. It is approximately 80 feet long and 58 feet wide. Due to the high angled skew, the end spans are supported on triangular riveted steel pony trusses. The existing bridge was reconstructed in 1975–1976, which entailed complete removal of the original redwood deck/stringer system and replacement with creosote-coated Douglas-fir floor beams and deck planks with new asphalt-concrete (AC) overlay. Subsequent to the reconstruction project in late 1976, the pony trusses were modified from their original condition by the addition of a rolled channel section covering the entire outer chords of the truss that hides the original riveted double-angle chords. The rolled steel channel is connected to the original truss using high-strength bolts. The existing bridge lacks sidewalks; pedestrians currently walk on the bridge deck on either side of Chapala Street. The bridge carries utilities, including a 12-inch waterline and 4-inch communication conduits. Overhead power and telephone lines exist above the bridge.

The Mission Creek Diversion which is a contributing component of the National Register of Historic Places (NRHP) listed Southern Pacific Train Depot is adjacent to the bridge and within the project ADI. The Mission Creek Diversion is created with sandstone revetment that lines each side of Mission Creek from Montecito Street to the west truss of the Chapala Street Bridge. Isolated segments of the sandstone revetment exist to the east between the Chapala Street Bridge and the Mason Street Bridge. The project does not propose to remove any portions of the revetment under any of the proposed alternatives discussed below. Nonetheless, measures will be proposed to protect the revetment wall from any inadvertent damage during construction.

The replacement bridge will be a single-span bridge consisting of a combination of precast and cast-in-place concrete slab with either an AC or polyester concrete street grade overlay. The new

bridge width will match the existing bridge dimensions of approximately 58 feet. New combination vehicular/pedestrian railings would be installed on each side of the bridge. The bridge deck will either be replaced to match the existing configuration, or the replacement deck will exclude the northwesternmost, triangular portion of the end span north of Yanonali Street (see Appendix B). The alternative deck configuration would distance construction activities from the Mission Creek Diversion revetment, reducing the risk of impact to this NRHP contributing component and reveal more of the creek.

In order to accomplish the goals of the Lower Mission Creek Flood Control Project (LMCFCP), the bridge design must also articulate with a box culvert currently under design by the Santa Barbara County Flood Control District (SBCFCD) and the U.S. Army Corps of Engineers (USACE). The LMCFCP proposes to increase creek hydraulic capacity to accommodate the estimated 20-year flow event. Portions of the existing sandstone abutments, which also serve as the channel walls beneath the bridge, may need to be removed to accommodate the culvert. The final design for the flood control box culvert will determine which of the two proposed alternatives will be chosen. Alternatives proposed for the installation of the box culvert and placement of the new bridge abutments are detailed below.

- **Alternative 1** would place the new abutments approximately 2 feet behind the existing sandstone abutments. The substructure would consist of seat-type concrete abutments founded on cast-in-steel-shell piles 3 feet in diameter. Under this alternative, the box culvert would be installed adjacent to the north bridge abutment.

- **Alternative 2** would provide more room for the LMCFCP box culvert alignment by removing and replacing the north sandstone abutment. Under this alternative, the existing sandstone abutment under the north end of the bridge would be removed and replaced with the face of the new bridge abutment. The exposed surface of the new wall would be constructed with a form liner and colored concrete similar to other bridge replacement projects on Lower Mission Creek. The new abutment on the south side would be constructed as proposed in Alternative 1.

Bridge replacement will require a stream diversion to control surface water. Installation of a dewatering system to control subsurface water during construction would be necessary if bridge design Alternative 2 is selected. The replacement bridge will be supported on a pile foundation of cast-in-steel-shell piles. On top of the piles, a pile cap forms the abutments, which will support the bridge deck above. The extent of subsurface excavations will depend on which alternative is selected. For retention of existing sandstone abutments (both sandstone abutments for Alternative 1 and the southern sandstone abutment for Alternative 2) an 11-foot-wide trench would be placed approximately 2–10 feet behind the existing abutment and excavated to a depth of 8 feet. Approximately 20 36-inch-diameter steel pipe piles would be driven into each trench to depths of 60 feet along each side of the bridge to support the pile cap. Selection of Alternative 2 would entail removal of the existing northern sandstone abutment, requiring installation of sheet piling as temporary shoring approximately 5 feet behind the existing sandstone walls; saw cutting and removal of segments of sandstone abutment to depths of 4 feet below the concrete channel bottom flow line; dewatering system installation; form and placement of concrete for the new abutments; and replacement of concrete channel bottom within 1 foot of the new abutment.

The new bridge deck surface would be slightly (less than 0.5 feet) higher than the existing bridge deck, requiring minor approach roadway grading to conform to the existing roadway surfaces within 75 feet of the end of the bridge in any direction. Existing drainage patterns will be unaltered. Hardscape and landscape on private property immediately adjacent to the bridge corners would be removed and replaced following completion of construction. Two overhead electrical utility poles would be relocated to avoid conflicts with the new bridge foundation. Underground utilities would be either relocated off the bridge or incorporated into the new bridge construction. The waterline valve for service currently carried under the bridge would be shifted to the south within the ADI. Sidewalks will be added to both sides of the structure and will tie in to the existing sidewalks along Chapala Street and Yanonali Street. Construction of curb, gutter, and sidewalk would involve excavations up to 2 feet deep.

Temporary construction easements allowing access to cross private property will be acquired for areas adjacent to the bridge corners. Two trees of 6-inch diameter or larger will need to be removed and replaced, and hardscape planters will be relocated and replaced after construction is completed. Temporary easements may be required for relocation of the overhead utility lines. No permanent right-of-way acquisition is anticipated for the project, and all improvements would be confined to the City's existing right-of-way. Adequate construction staging space is available within the portions of Chapala Street (approximately 5,000 square feet) and Yanonali Street (approximately 3,270 square feet) that would be closed during construction—these paved areas are encompassed by the ADI.

The park at the northeast corner of Chapala and Yanonali streets (Depot Park) and the Potter Hotel Footbridge will be designated as Environmentally Sensitive Area's (ESA) and will be fenced to exclude project personnel from entering the areas.

# 2 RESEARCH AND FIELD METHODS

On May 14, 2010, *Æ* obtained a records search from the Central Coast Information Center (CCIC) of the California Historical Resources Information System at the University of California, Santa Barbara. CCIC staff provided documentation of all recorded historical and prehistoric sites and all prior surveys and excavations within a 0.25-mile radius of the study area. In addition, CCIC staff examined the National Register of Historic Places and updates, California Register of Historical Resources, State Historic Landmarks, and California Points of Historical Interest listings for sites within the project area. They also inspected the State Historic Properties Data File for the project area.

Archival research for the project area was conducted by Architectural Historian Aubrie Morlet in repositories located in the city of Santa Barbara. Research focused on historical maps, written histories, previous cultural reconnaissance studies, and the Official Records of Santa Barbara County. The following repositories were visited in the preparation of this report:

- Santa Barbara County Assessor and Recorder, Santa Barbara;
- Santa Barbara County Surveyors Office, Santa Barbara;
- City of Santa Barbara, Public Works Department, Santa Barbara;

- City of Santa Barbara, Community Development Department, Santa Barbara;
- Central Library, Santa Barbara Public Library, Santa Barbara;
- Gledhill Library, Santa Barbara Historical Museum, Santa Barbara; and
- Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara.

In addition, the *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project* prepared by Post and Hazeltine (1999) provided information on previously evaluated buildings along Mission Creek. The Caltrans District 5 Office in San Luis Obispo provided information on the Caltrans bridge evaluation and bridge maintenance records. Alexandra Cole, Preservation Planning Associates, provided a copy of the National Register of Historic Places Nomination Form for the Southern Pacific Train Depot in Santa Barbara prepared in 2006 (see Appendix E), which included information on the contributing Depot Park and Mission Creek Diversion located within the APE.

The architectural field survey was conducted on May 25, 2010 by Aubrie Morlet, who photographed the properties using a digital camera and recorded them on the appropriate California Department of Parks and Recreation (DPR 523) forms. These forms are appended to this report. Results of both field study and archival research were used to interpret the historical context of the project area and to determine the original physical characteristics of the existing buildings.

# 3 HISTORICAL OVERVIEW

## 3.1 EARLY HISTORY

Exploration of the California coast in the sixteenth and seventeenth centuries was the basis for the Spanish claim to the region. In the eighteenth century Spain recognized that it would have to settle Alta California to preclude encroachment by the Russians and British. Therefore, in the latter half of the eighteenth century Spain and the Franciscan Order founded a series of presidios, or military camps, and missions along the California coast, beginning at San Diego in 1769.

Spanish occupation of the study area began with the establishment of the Santa Barbara Presidio by Governor Felipe de Neve and Lieutenant José Francisco Ortega in 1782. Mission Santa Barbara was established in 1786. Pueblo Santa Barbara grew around the presidio as a collection of scattered adobe buildings concentrated primarily south of the presidio. Mission Creek meandered its way to the ocean west of El Estero, a “salt-encrusted dry lake bed” (Cole 1999:4). Both flooded during the rainy season.

In 1821 Mexico opened the ports of San Diego and Monterey to foreign trade (Crouch et al. 1982:200). American ships docked at California ports to purchase tallow and hides, which were known as California banknotes. Americans also settled in California, some of them becoming citizens and owners of large ranchos. As Jedediah Smith, John C. Fremont, and other American trappers and explorers brought news of California’s favorable climate and bountiful natural

resources eastward, the United States government began to view California as a part of the country (Works Progress Administration 1939:49–50).

Conflicts between the Californios and the central government in Mexico City led to a series of uprisings culminating in the Bear Flag Revolt of June 1846. However, Mexican control of California had effectively ended the year before when the Californios expelled Manuel Micheltorena, the last Mexican governor.

## 3.2 AMERICANS AND STATEHOOD

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, California became a U.S. military district, and two years later, on September 9, 1850, became the thirty-first state in the Union. Between those two years was a large influx of Americans seeking their fortunes, triggered by James Marshall's 1848 discovery of gold at Sutter's Mill.

Population figures indicate that at the time of statehood in 1850, Santa Barbara remained almost completely Spanish (Nelson 1979:46); also, political control of the city remained with the old Spanish families (Williams 1977:7). The "Americanization" of Santa Barbara was a gradual, steady imposition of Anglo-American traditions on the town. The most noticeable physical example of this was the grid system that was laid out by Salisbury Haley and mapped by V. Wackenruder. It followed the shoreline, and therefore the streets were not aligned with the cardinal directions. Estado, or State Street, extended to the Pacific Ocean. The first pier was constructed at the foot of Chapala Street in 1868, but was not long enough to handle ocean-going ships. As a result, in 1871 John Stearns constructed a second wharf, which extended 1,500 feet, at the base of State Street (Cole 1999:3–4). The 1877 Bird's Eye View of Santa Barbara clearly shows State Street and the wharf, with some buildings west of State Street, and a lumber yard east of State and south of the creek (Glover 1877).

In 1887 the Southern Pacific completed track from Los Angeles to Santa Barbara; by 1901 it also was connected to San Francisco. The establishment of Stearns Wharf and the coming of the Southern Pacific railroad were significant influences on Santa Barbara during the latter half of the nineteenth century. The most important influence was the growing number of travelers then able to visit the city. Tourism soon became established as a principal economic activity as wealthy easterners were encouraged to spend winters in Santa Barbara (Tompkins 1975). While many tourists returned home in the spring, others became permanent residents bringing with them the brick and wood-framed building styles popular in the nineteenth century. These changes were lamented, but not halted:

> The old landmarks and the most charming characteristics of Santa Barbara are disappearing before the march of 'improvements' and though our practical people cannot move mountains, nor change scenes, nor spoil climate, they are doing all they can to despoil the quaint beauty of the place and make it just [another] commonplace American town [*Daily Press* 1874, quoted in Conard and Nelson 1986:10].

In the early years of the twentieth century, the City planned such civic improvements as a city-wide street paving program (Williams 1977:131). On October 25, 1912, the city council passed an ordinance creating a special bridge fund. In addition to these practical improvements, the City hired Charles Cheney to complete a Major Traffic Street Plan Boulevard and Park System Plan.

He in turn brought in the Olmsted Brothers. Originally founded by Frederick Law Olmsted, his son and stepson continued the business, becoming the largest and most prestigious landscape architecture firm in the country by the 1920s. The plan focused on improving the aesthetic appeal of the waterfront area and connecting the city with a circuit of parkways (Cheney and Olmsted Brothers 1924:21). Before the plan could be implemented, the earthquake of 1925 damaged much of the city.

Bernhard Hoffman along with Pearl Chase were driving forces of the Santa Barbara Community Arts Association prior to the earthquake. The Plans and Planting Committee of the association, lead by Pearl Chase, supported the creation of an Architectural Review Board and City Planning Commission that would establish design controls (Streatfield 2005:121–122). In the post-earthquake years much of the city's core was designed in the Spanish Colonial Revival and other Mediterranean architectural styles.

## 3.3 WEST BEACH (1850–1940)

Sections 3.3. and 3.4 were excerpted from *On the Santa Barbara Waterfront*, a historical context written by Alexandra Cole (1999) and prepared for the City of Santa Barbara Waterfront Area Intensive-Level Historic Resources Survey performed by city volunteers from 1999 to 2000.

> Waterfront development was quite different on the west side of State Street than on the east side, because of the different terrain in the area. The area along West Beach was on dry land and could be developed easily. The area east of State Street, however, was another matter entirely. At the mouth of Mission Creek, the area was marshy, smelly, and often flooded. Additionally El Estero, a salt-encrusted dry lake bed, swelled during the winter rains, flooding the area as far north as Anapamu Street. Consequently early tourist development naturally occurred along West Beach, while the less desirable East Beach area was given over to industry. Each area then developed somewhat independently of the other until the 1930s, when civic pride nudged the City towards making the East Beach area as attractive as West Beach.
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> The area west of State Street along West Cabrillo Boulevard became well-known for its recreational and hotel facilities. Tourism became a big industry along the waterfront. It was a nascent industry in the 1870s with the various bathhouses, such as the Bennett Bathhouses and the Fred Surf-Bathing House at the foot of the bluff by Castle Rock enjoying popularity. With the advent of Stearns Wharf in 1871, at last there was a more appealing way to disembark at Santa Barbara, far preferable to the small dinghies shooting though the waves to the beach, and tourists were far more likely to visit the town.
>
> An additional boost to tourism came in 1872, when journalist Charles Nordhoff, writing for the *New York Tribune*, visited Santa Barbara and then wrote *California—A Book for Travelers and Settlers*, which introduced Easterners and Midwesterners to the benefits of the Santa Barbara climate. Other promotional articles followed suit, describing the "quiet restfulness of the wave-caressed sands" or the ocean breezes "laden with the vital elements that inspire one to exertion." Invalids came to the "sanitorium of the Pacific" to partake of the medicinal sulphur springs on Burton Mound. Consumptives, wrapped in blankets, traveled out into the winter sun in pony-drawn carriages (Lang, in Bookspan 1982:164–166).

Healthy travelers came in search of recreation and pleasure, which took the form of strolls along the sea boulevard, horseback riding on the beach, swimming at West Beach at the bathhouses, or picnic lunches at Bradley's race track, surrounding the Salt Pond (now the Bird Refuge), or county fair events, circuses, and horse races at the one-half mile track at the Agricultural Fair Grounds. This agricultural park, developed by the Santa Barbara Land and Improvement Company in 1886, was located on the vacant salt flats enclosed by Garden, Montecito, Santa Barbara and Mason Streets. A four-story agricultural exhibition building was its centerpiece (Conard and Nelson 1986:28, 57).

In 1891 a bond issue of $70,000 was approved by the City to finance a boulevard along the oceanfront. The portion from Castillo Street to State Street, 100 feet wide, was laid out with sidewalks and palm trees, and was named Ocean Boulevard. This purchase also included the Plaza del Mar, a public park, with such amenities as benches, a fountain and bandstand.

In 1899, the newly formed Chamber of Commerce bought land at the foot of Fossil Hill which they earmarked as the site for a future municipal bath house and for the expansion of the Ocean Boulevard Plaza with the addition of Pershing Park land. The City gave the bathhouse site to the United Electric Gas and Power Company in return for their construction of Los Banos del Mar, an elaborate bath house which included a covered pool, bowling alley, billiard parlor, and outdoor bandstand (Lang, in Bookspan 1982:172–173). A pleasure pier was built as well which extended into the ocean from the bathhouse.

This bathhouse burned down in 1913, to be replaced with a Russell Ray-designed bathhouse, built by Edison Electric Company in 1915. This second bathhouse was damaged in the 1925 earthquake and demolished in 1937. The present bathhouse was constructed in 1939, using Public Works Administration funds. Shortly thereafter a large section of the Plaza del Mar was removed for the extension of Cabrillo Boulevard to the harbor and Cliff Drive.

Initially the early hotels which capitalized on the tourism and health boom were located inland, such as the Lincoln Inn (now the Upham Hotel) at de la Vina and Victoria Street, the Arlington Hotel at State and Victoria, and the downtown businessmen's hotels, the Commercial and New Morris, on State and Cota Streets. Hotel development along the oceanfront, close to the waves, was seen as too precarious; additionally fog and cold wind of the waterfront was not considered healthful for invalids. Streetcars, drawn by mules, traveled down State Street, gathering hotel guests for delivery to the bathhouses or Plaza del Mar.

The long-awaited connection of the railroad to San Francisco, which happened in 1901, brought a new influx of tourists, exposing the shortage of accommodations for wealthy travelers. As a result the Chamber of Commerce urged Milo Potter, of the Van Nuys Hotel in Los Angeles, to build a huge five-story 600-room Mission Revival hotel on Burton Mound, taking up six square blocks bounded by Ocean Boulevard, Chapala, Montecito and Bath Streets. The 36-acre grounds were lushly landscaped. The Potter stables provided show horses for beach rides, while the Potter Theater on State Street at East Montecito Street provided shows such as the London Follies for its patrons. The sulphur springs were sealed up and the emphasis was placed on "pleasure-seeking persons of means" (Lang, in Bookspan 1982:165; Security-First National Bank 1930). Ocean Boulevard in front of the Potter Hotel became known as the Esplanade del Mar.

Within three years a new Mission Revival railroad station was constructed at the Potter Hotel's backyard, connected to it by a flower-lined path. Visitors to the Potter Hotel were able to leave their private rail cars on spurs adjacent to the depot while they wintered at the hotel.

The majority of the West Beach section of the waterfront area from 1902 to 1922 was taken up by the Potter Hotel, the Plaza del Mar, and the bath houses. A few residences were built along Castillo Street between Mason and Yanonali Streets, and an area of inexpensive lodgings was developed in the 100 block of Bath Street. Several curio shops catering to tourists opened on lower State Street, and a Japanese Tea Room and skating rink was opened at the corner of Castillo Street and Ocean Boulevard (later renamed Cabrillo Boulevard). Pershing Park became the site of softball games, motorcycle races, bullfights, and the annual horse show.

The Potter Hotel was a showplace and popular hotel from its inception until the end of World War I. At that time the advent of the automobile changed tourists' traveling and vacationing patterns away from spending an entire season in one place. The hotel became less popular and was sold several times, being renamed the Belvedere, then the Ambassador, before burning in 1921. In 1923, Burton Mound, housing the prehistoric settlement of *'amolomol*, was excavated by the Museum of the American Indian in New York. Dense domestic debris, house floors, hearths, stone features, and over three hundred burials were discovered. A small portion of the mound was then deeded to the city as Ambassador Park, and the remainder was subdivided for residential use (Lang, in Bookspan 1982:175).

A second hotel in the waterfront area, the Neal, was built in 1906 to complement the new depot behind the Potter. Established by Neal Callahan, it was designed to provide lodgings for less-affluent travelers than those patronizing the Potter. A restaurant, connected by a diagonal path to the depot, provided economic meals. It once housed the largest lunch counter between Los Angeles and San Francisco.

The demise of the Ambassador Hotel and the damage to Los Banos del Mar in the 1925 earthquake left a void in high-class tourist facilities on Ocean Boulevard. Consequently West Beach became the center for small hotels and cottages, such as the Ocean View on Bath Street, boarding houses, restaurants, bathhouses, and an amusement area containing a roller skating rink, dance hall, miniature golf courses, ice cream parlors, and a shooting gallery. By the 1920s these activities were seen as "undesirable amusement and cheap store programs" (Conard, in Bookspan 1982:187, 190).

In the 1920s, the demand for a safe harbor for pleasure boats to serve the growing resort community increased. The boom in the tourist industry, coupled with the founding of the Yacht Club, became the catalyst for a series of feasibility studies that led to the construction of the breakwater in 1930, funded primarily by Max Fleischmann with an initial gift of $200,000, matched by the City through a bond issue. A concrete promenade was constructed on top of the breakwater, complete with a rounded-cap sea wall with built-in concrete benches, cast-iron lamp posts and hand rails, and a pair of concrete pylons at the shoreline entrance.

The presence of the new breakwater caused the build-up of sand to the west, creating a new beach. During the late 1930s, with the expansion of the United States Navy on the West Coast, the City, the Navy, and the Works Projects Administration formed a joint venture to

construct a Naval Reserve Armory on the new beach. After the Japanese attack on the Pacific Fleet at Pearl Harbor in December 1941, the City granted the U.S. government the Armory site for a Navy Section Base. The Navy built a number of facilities, as well as the Navy pier, in support of the Section Base's mission as a Small Craft Training Center and Mine Sweeper Training Center. The present Breakwater restaurant was the original Ships Service store. For the duration of the war the harbor was off-limits to civilians, with the exception of the Coast Guard Auxiliary, whose members taxied sailors to the mine sweepers, guarded Stearns Wharf, served on the Coast Guard Patrol boat, or patrolled the beach. In 1946 the harbor was returned to the City (Preservation Planning Associates 1990).

Between 1920 and 1930, the population of Santa Barbara increased by over 50%, as new settlers flocked to southern California, lured by the climate and the prospect of employment. To serve the needs of the vastly increased population, a number of apartment buildings were constructed in the West Beach area, particularly along Chapala, West Mason, West Yanonali, and Castillo Streets. These apartments were designed in the Spanish Colonial Revival style, and evocatively named Casa Bonita, La Ronda, Vista del Mar, and Casa las Palmas.

## 3.4 POSTWAR DEVELOPMENT (1945–PRESENT)

After World War II, the waterfront became more important as a tourist area, although commercial fishing was still a vital industry. The decade of the 1950s saw an incredible expansion in a new type of lodging catering to the automobile traveler, the motel. During the late 1930s and 1940s, auto camps were the rage for travelers, and it was a short jump for entrepreneurs from providing land where tourists could camp and have a meal to providing inexpensive cabins or interconnecting rooms where tourists could sleep, with their cars parked nearby. One of the earliest such motels along the waterfront, with the straightforward name of Santa Barbara Beach Motel, at 21 Bath Street, began life as the S. E. Kramer Auto Camp. Other motels with such descriptive names as Twin Palms, El Bayan, Blue Pool, Colonial, Surf, Edgewater Beach, and Harbor sprang up along Bath, Castillo, Chapala, and Milpas Streets, and Orilla del Mar, while Cabrillo Boulevard was primarily the location of restaurants serving the traveler. Stearns Wharf developed restaurants and novelty shops catering to tourists as well as maintaining its use as a fishing pier.

The period of the 1960s and 1970s saw continued growth of both apartments and motels in the waterfront area. The style changed from Spanish Colonial Revival to post-war "stucco box." These later apartments generally had many more units than their earlier counterparts, and were more utilitarian in design. They are interspersed with older buildings within both the East and West Beach areas. As more and more new multi-unit apartments were being constructed, the older West Beach residential neighborhood centered along Gray Avenue and Santa Barbara Street was disintegrating, as one by one the small turn of the century single-family houses were torn down to make way for large commercial warehouses and showrooms. This particular neighborhood was further disrupted in the late 1980s when the new freeway was constructed, and Montecito Street was closed off.

# 4 DESCRIPTION OF RESOURCES

Two buildings and one structure within the APE were determined to be more than 50 years old and required formal evaluation. The general vicinity consists of urban parcels with a mixture of commercial and residential buildings constructed between 1900 and 1960. Alexandra Cole's context above provides the basis for evaluating recreational and tourism-based development in the Santa Barbara West Beach area. The project area was developed during the first quarter of the twentieth century as tourism in Santa Barbara was expanding. Multiple-family properties were constructed to accommodate tourists and working residents. Following the fire that demolished the Ambassador (formerly Potter) Hotel in 1921, the land west of Chapala was subdivided and resold as residential lots. The Ambassador Tract, created in 1924, quickly developed with multiple-family and single-family buildings. In 1930, businesses such as the 7-Up Bottling Company and Golden State Milk Products Company were already established in the vicinity. This building trend continued well into the 1950s with more tourist-focused development occurring along Cabrillo Boulevard. Constructed after World War II, U.S. Highway 101 is located less than 1 mile north of the project area.

## 4.1 CHAPALA STREET BRIDGE (51C0250)

Located at the intersection of Chapala and Yanonali streets, the Chapala Street Bridge is a single-span timber-floor beam bridge on a 66-degree skew. The steel rigid-connected double-intersection Warren pony truss bridge was built circa 1920. The two-lane bridge carries traffic over lower Mission Creek and rests on sandstone abutments built for an earlier bridge depicted on the 1907 Sanborn map. Each steel truss is 76 feet long and 7.6 feet high, and the upper chord is 18 inches wide. Two metal bars, placed parallel to the deck, pass through each intersection and through each member below the intersection. The 15-by-4-inch timber stringers are placed normal to the abutments and are cut off at the edges of the bridge where they are supported by the truss. The travel surface has an AC overlay.

## 4.2 133 CHAPALA STREET

The two-story wood-constructed building rests on a concrete foundation with an irregular footprint. The walls are clad with plaster and exhibit round vents in each of the principal gable peaks. The low-pitched roof has both hipped and gabled roofs of varying heights arranged in an irregular pattern. The roof is covered with regularly laid mission tile and the eaves are open with exposed rafters. The windows are double-hung wood sash with decorative wood shutters on most of the east and north facade openings. A single fixed pane is located between two wood sash windows on the east facade gable end. A single wood post with decorative balustrade supports the front porch, recessed beneath the principal roof. A wood panel door with wood-framed screen door is located on the east facade of the north facing porch. Two additional wood panel doors are located on the east facade. Both have wood-framed screen doors and an extended shed roof above. The roof is supported by a single wood post with balustrade between the two doors and along the entrance stairs. The second story has two balconies: one recessed beneath the principal roof on the east facade and one with a dropped metal shed-style roof on the north facade. Both balconies have windows and a single wood door. Beneath the second story on the east facade is a three-car garage with three single wood panel doors.

### 4.3 203 CHAPALA STREET

The building is a composite structure consisting of a T-plan commercial office on the east end and a rectangular one-story industrial warehouse attached on the west end. The plaster-clad, wood constructed building rests on a concrete foundation with an irregular footprint. The combined hipped-and-gabled roofs of the front-facing facades are covered with regularly laid straight barrel mission tile. The eaves of the roof are close except for on the ell where the open eaves expose the rafter tails. The three parallel gables on the warehouse section of the building are covered with rolled asphalt roofing. The parallel gable ends are concealed by plaster-clad parapets on the south facade. The east facade includes an arched extended roof entry with a paneled front door and wood sash sidelights filling in the arch, a dominant arched wood sash multi-paned window in a shallow front-gabled bay, a modern picture window, and a modern wood door with stained glass upper panes. The south facade of the office exhibits three wood casement windows and an arched wood sash multi-paned window adjacent to the entrance. Fenestration on the office wing addition includes large steel-sash multi-paned fixed and casement windows on all three facades. The arched entry and office windows on the south and east facades are shaded by shed-style canvas awnings with metal supports.

## 5 FINDINGS AND CONCLUSIONS

### 5.1 FINDINGS

Applied EarthWorks identified a total of nine properties within the APE for the proposed project. The properties fall into the following categories:

(a) **Properties listed on the NRHP:** Two cultural resources are this category (Table 1; Appendix E).

**Table 1 Properties Listed on the NRHP**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **SP Train Depot: Park** | Chapala and Yanonali | Santa Barbara, CA | 1D | 2 |
| **SP Train Depot: Mission Creek Diversion** | Mission Creek between Montecito and Mason | Santa Barbara, CA | 1D | 8 |

(b) **Properties previously determined eligible for the NRHP:** There is one cultural resource in this category (Table 2; Appendices E and F).

**Table 2 Properties Previously Determined Eligible for the NRHP**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **Hollander Property** | 120 Chapala Street | Santa Barbara, CA | 3S | 5 |

(c) **Properties previously determined not eligible for the NRHP:** There are three cultural resources in this category (Table 3; Appendices E and F).

**Table 3 Properties Previously Determined Ineligible for the NRHP**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **Visitor Center** | 134 Chapala Street | Santa Barbara, CA | 5S1 | 3 |
| **Funke Property** | 135 Kimberly Avenue | Santa Barbara, CA | 6Z | 4 |
| **Potter Hotel Footbridge** | Mission Creek between Montecito and Chapala | Santa Barbara, CA | 5S1 | 9 |

(d) **Properties determined eligible for the NRHP as a result of the current study:** There are no cultural resources in this category.

(e) **Properties determined not eligible for the NRHP as a result of the current study:** There are three cultural resources in this category (Table 4; Appendix D).

**Table 4 Properties Determined Ineligible for the NRHP as a Result of the Current Study**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **Chapala Street Bridge over Mission Creek (51C0250)** | Chapala and Yanonali | Santa Barbara, CA | 5S3 | 1 |
| **Newland Property** | 133 Chapala Street | Santa Barbara, CA | 6Z | 6 |
| **Urban Pacific Property** | 203 Chapala Street | Santa Barbara, CA | 5S1 | 7 |

(f) **Properties for which further study is needed because the evaluation was not possible:** There are no cultural resources in this category.

(g) **Properties that are historical resources for the purposes of CEQA:** There are seven cultural resources in this category (Table 5; Appendices E and F).

**Table 5 Properties that Are Historical Resources for the Purposes of CEQA**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **Chapala Street Bridge over Mission Creek (51C0250)** | Chapala and Yanonali | Santa Barbara, CA | 5S3 | 1 |
| **SP Train Depot: Park** | Chapala and Yanonali | Santa Barbara, CA | 1D | 2 |
| **Visitor Center** | 134 Chapala Street | Santa Barbara, CA | 5S1 | 3 |
| **Hollander Property** | 120 Chapala Street | Santa Barbara, CA | 3S | 5 |
| **Urban Pacific Property** | 203 Chapala Street | Santa Barbara, CA | 5S1 | 7 |
| **SP Train Depot: Mission Creek Diversion** | Mission Creek between Montecito and Mason | Santa Barbara, CA | 1D | 8 |
| **Potter Hotel Footbridge** | Mission Creek between Montecito and Chapala | Santa Barbara, CA | 5S1 | 9 |

(h) **Properties that are not historical resources for the purposes of CEQA, in accordance with Section 15064.5 (a)(2)–(3) of the CEQA Guidelines, because they do not meet the California Register criteria as outlined in Section 5024.1 of the California Public Resources Code:** There are two cultural resources in this category (Table 6; Appendices D, E, and F).

**Table 6 Properties that Are Not Historical Resources for the Purposes of CEQA**

| Name | Address/Location | Community | OHP Status | Map Ref. # |
|---|---|---|---|---|
| **Funke Property** | 135 Kimberly Avenue | Santa Barbara, CA | 6Z | 4 |
| **Newland Property** | 133 Chapala Street | Santa Barbara, CA | 6Z | 6 |

Robert Pavlik, who is certified as Professionally Qualified Staff under Caltrans Section 106 PA Attachment 1 as a Principal Architectural Historian, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

## 5.2 CONCLUSIONS

Two buildings and one structure in the project's APE were formally evaluated in this study per the terms of Programmatic Agreement Stipulation VIII.C.2. The properties were also evaluated in accordance with CEQA Guidelines Section 15064.5 (a)(2)–(3), using criteria outlined in California Public Resources Code Section 5024.1.

The Chapala Street Bridge (51C0250) is listed as ineligible in the California Historic Bridge Inventory (Appendix C), although the bridge had been determined eligible in a previous study performed in 1999. As a result of the conflicting findings, Caltrans requested that a new evaluation be performed under the scoring system developed for the 2004 California State Historic Bridge Inventory Update. None of the formally evaluated properties within the project's APE, including the Chapala Street Bridge, were found to be eligible for inclusion in the NRHP. However, the Chapala Street Bridge is eligible as a Structure of Merit for the City of Santa Barbara and the property at 203 Chapala Street is a City Landmark for the City of Santa Barbara. Therefore both of these properties are historical resources for the purposes of CEQA.

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# 7 PREPARER'S QUALIFICATIONS

**Aubrie Morlet** (M.A. [abt], Public History, California State University, Sacramento) is an Architectural Historian practicing in Fresno, California. She meets the Professional Qualifications Standards as determined by the Secretary of the Interior. Morlet has five years experience in researching California/San Joaquin Valley history and architecture.

# APPENDIX A

# Maps

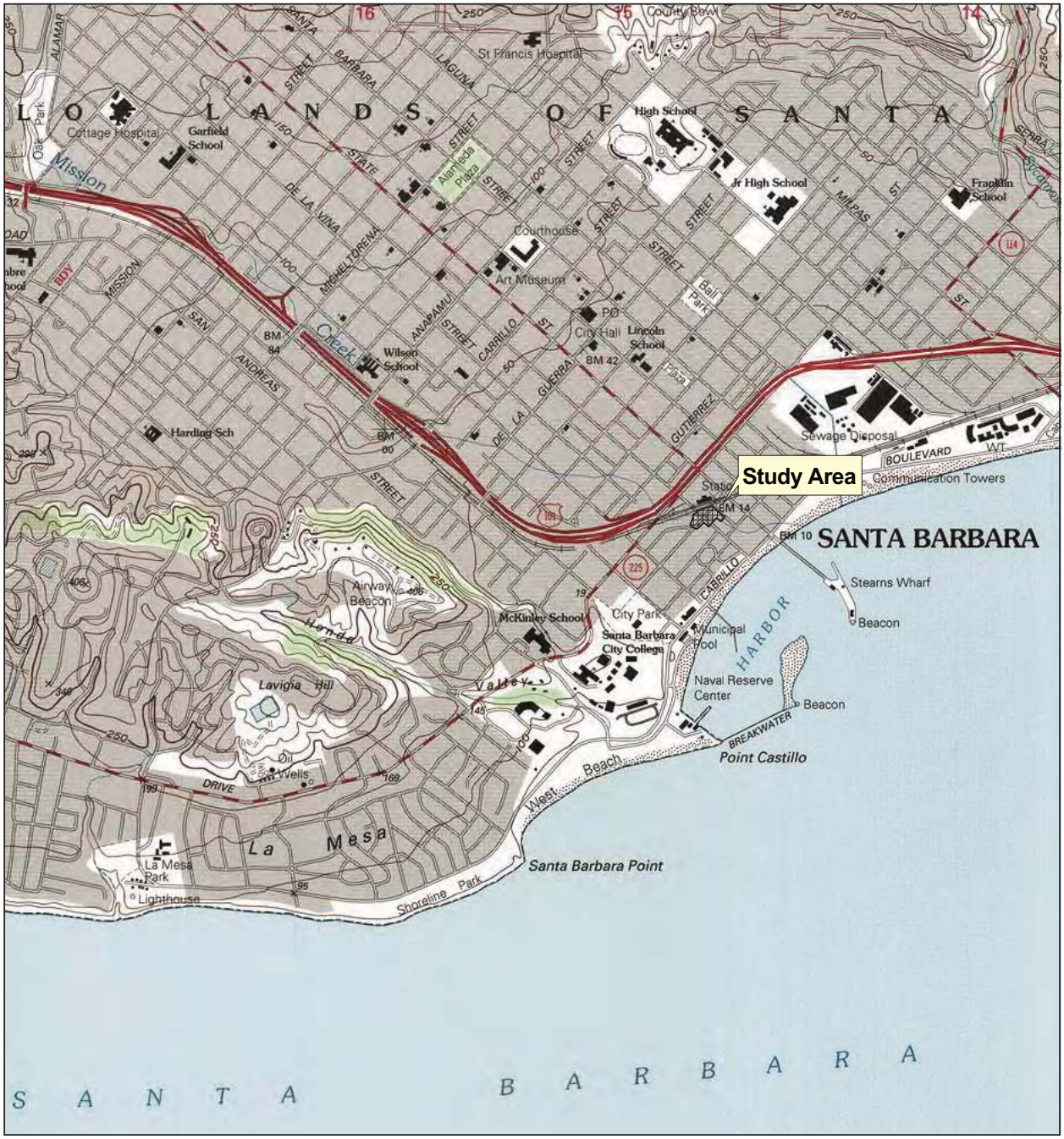

**Map 1**

## Project Vicinity

**Replacement of the Chapala Street Bridge Over Mission Creek (51C0250)**

City of Santa Barbara, Santa Barbara County, California

BRLSZD-5007(043)




Confidential: Not for Public Distribution

Prepared by Applied EarthWorks, Inc.

U.S.G.S. 7.5 Minute
Topographic Quadrangle
**Santa Barbara, CA**
T 4 N - R 27 W
1952, Photorevised 1988
1:24,000

N

0 ½ 1
Miles
Contour Interval: 50 Feet

**Map 2**

## Project Location

**Replacement of the Chapala Street Bridge Over Mission Creek (51C0250)**

City of Santa Barbara, Santa Barbara County, California

BRLSZD-5007(043)


LEGEND

Area of Potential Effects

Area of Direct Impact

Existing Bridge

#1 Map Reference No.

N

0 50 100 150 Feet

**Map 3**

## Area of Potential Effects

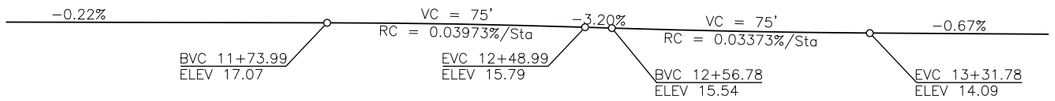
**Replacement of the Chapala Street Bridge Over Mission Creek (51C0250)**

City of Santa Barbara, Santa Barbara County, California

BRLSZD-5007(043)

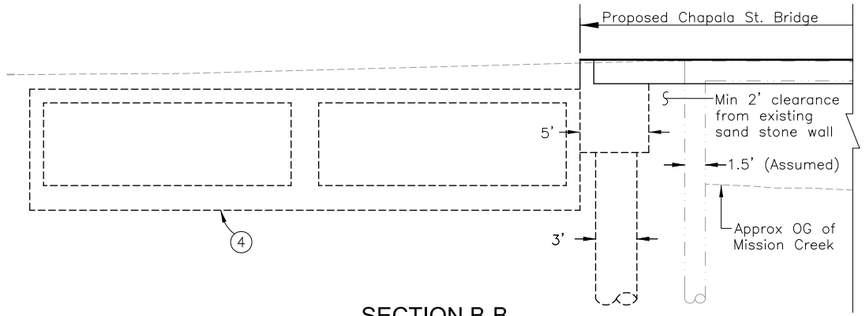
# APPENDIX B

# Preliminary Engineered Drawings




## PROFILE GRADE

No Scale

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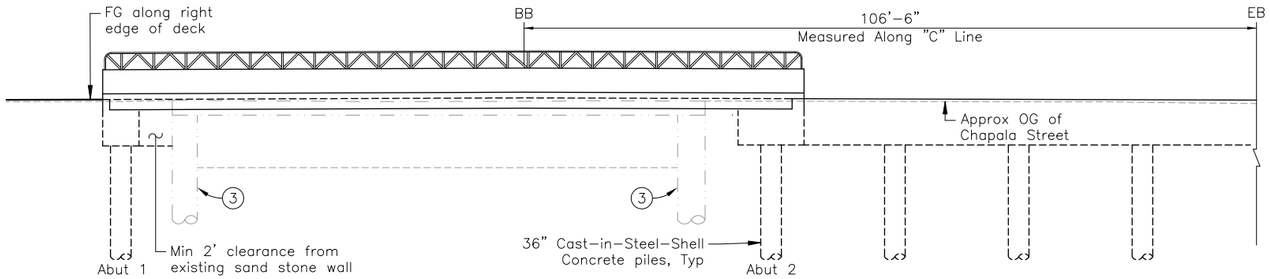
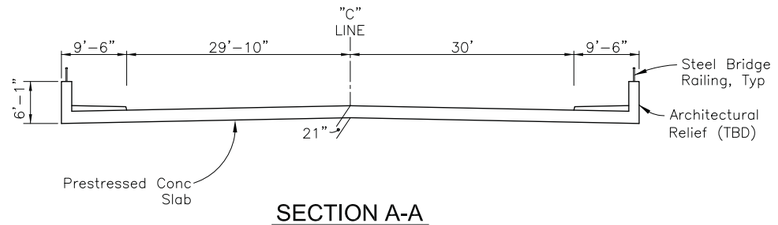



## ELEVATION

1"=10'

Note: Structural details only. Bridge railing not shown, to be determined. Existing steel truss not shown for clarity.

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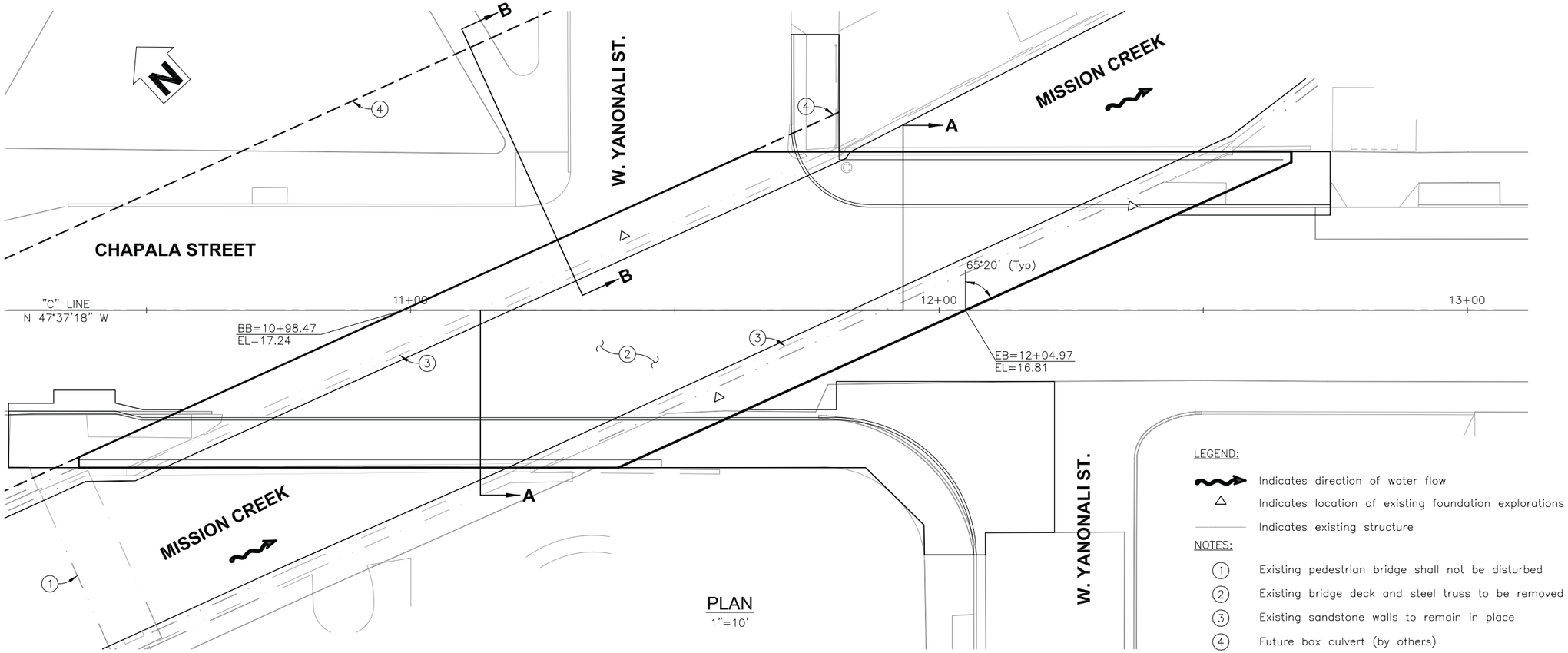



## PLAN

1"=10'

LEGEND:

- Indicates direction of water flow
- △ Indicates location of existing foundation explorations
- Indicates existing structure

NOTES:

1. Existing pedestrian bridge shall not be disturbed
2. Existing bridge deck and steel truss to be removed
3. Existing sandstone walls to remain in place
4. Future box culvert (by others)

**Preliminary Plan - Not For Construction**

dh drakehaglan and associates
10423 Old Placerville Road, Suite 200
Sacramento, CA 95827

PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

APPROVED: _____ DATE _____

CITY ENGINEER

ORIGINAL SIGNED DATE

| | | |
|---|---|---|
| DESIGN | SA | GAD'S |
| DRAWN | JK | |
| CHECKED | CD | |
| APPROVED | | |
| DATE | | |

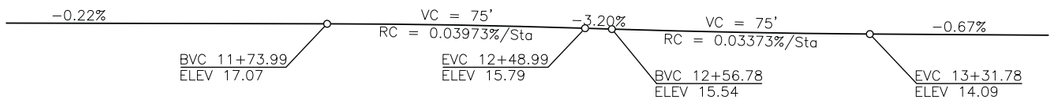
REVISIONS

| NO. | DATE |
|---|---|
| | |

CHAPALA YANONALI BRIDGE SEISMIC RETROFIT PROJECT

# CHAPALA STREET AT YANONALI STREET ALTERNATIVE 1

| | |
|---|---|
| 2009-01525 PBW. NO. | |
| 3593 BID NO. | P-1 SHT. DES. |
| C-1-4614 DWG. NO. | |
| SHT. 1 OF XX | |

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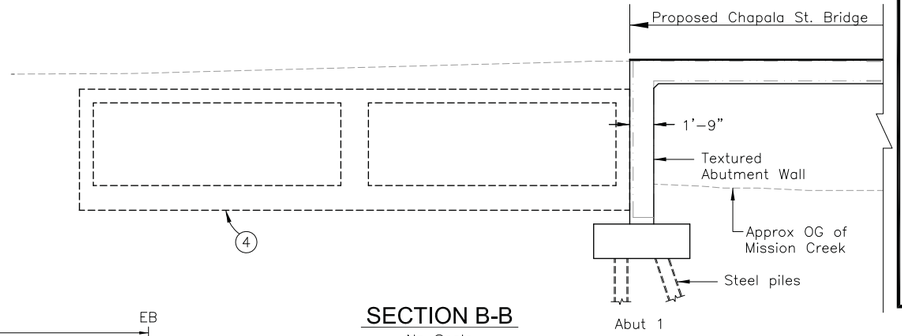
No Scale




## SECTION B-B
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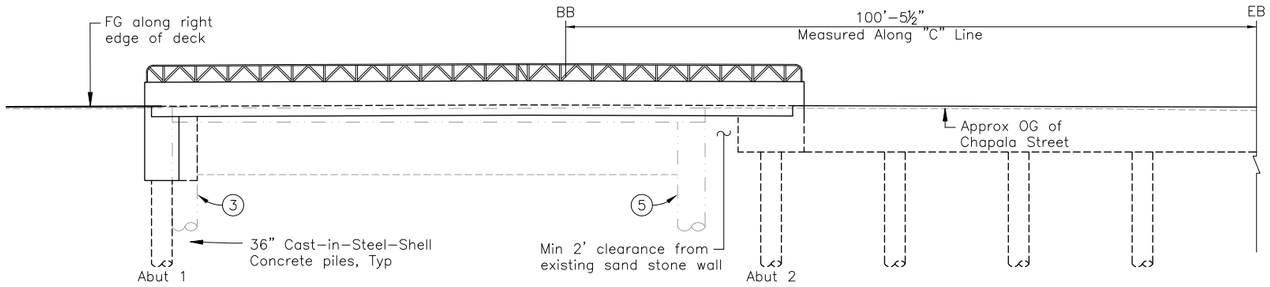
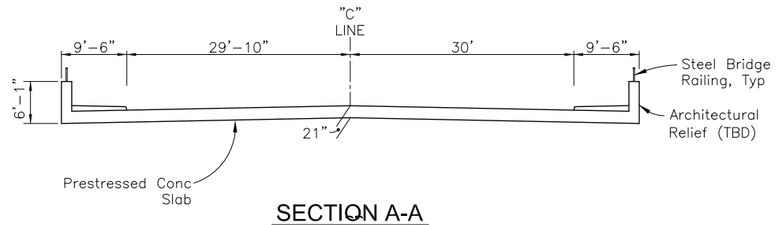



## ELEVATION
1"=10'

Note: Structural details only. Bridge railing not shown, to be determined. Existing steel truss not shown for clarity.




## SECTION A-A
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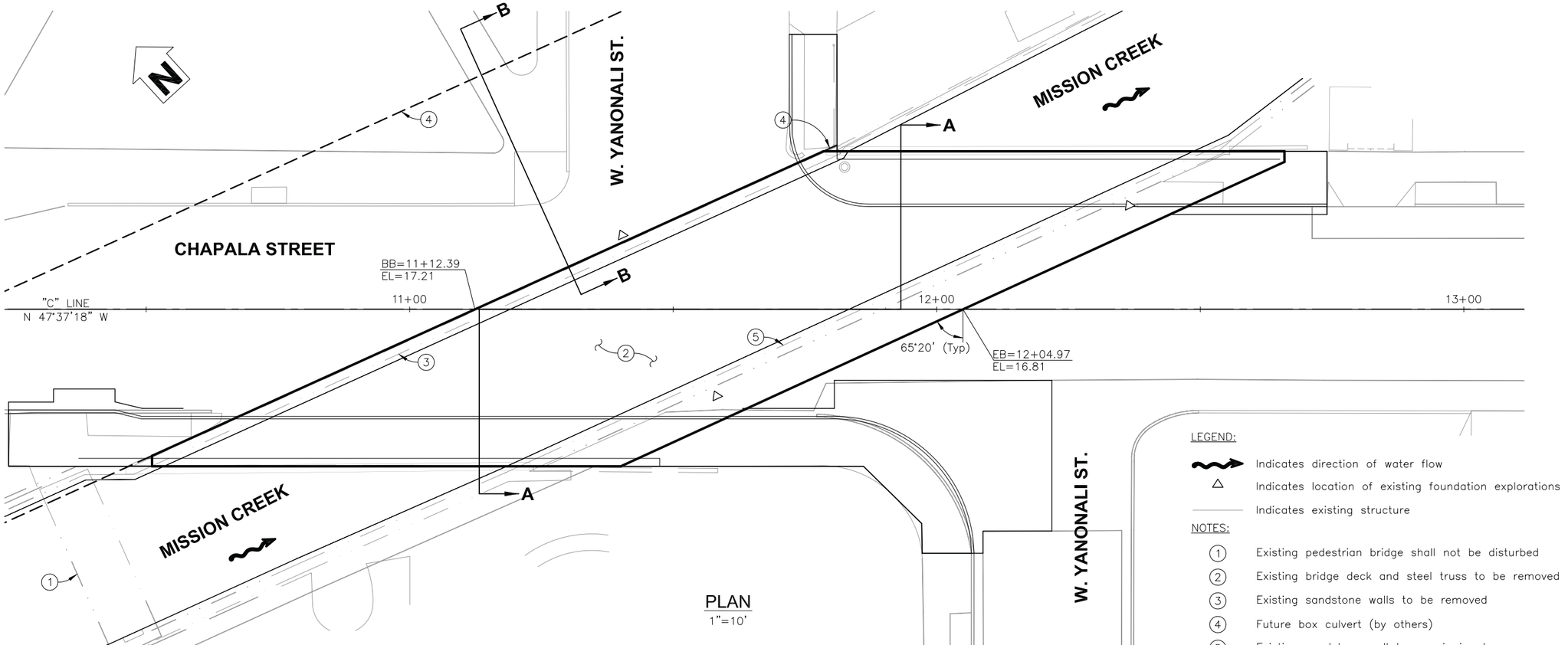



## PLAN
1"=10'

LEGEND:

- Indicates direction of water flow
- △ Indicates location of existing foundation explorations
- Indicates existing structure

NOTES:

1. Existing pedestrian bridge shall not be disturbed
2. Existing bridge deck and steel truss to be removed
3. Existing sandstone walls to be removed
4. Future box culvert (by others)
5. Existing sandstone wall to remain in place

**Preliminary Plan - Not For Construction**

dhdrakehaglan
AND ASSOCIATES
10423 Old Placerville Road, Suite 200
Sacramento, CA 95827

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVED: _____ DATE _____
CITY ENGINEER
ORIGINAL SIGNED DATE

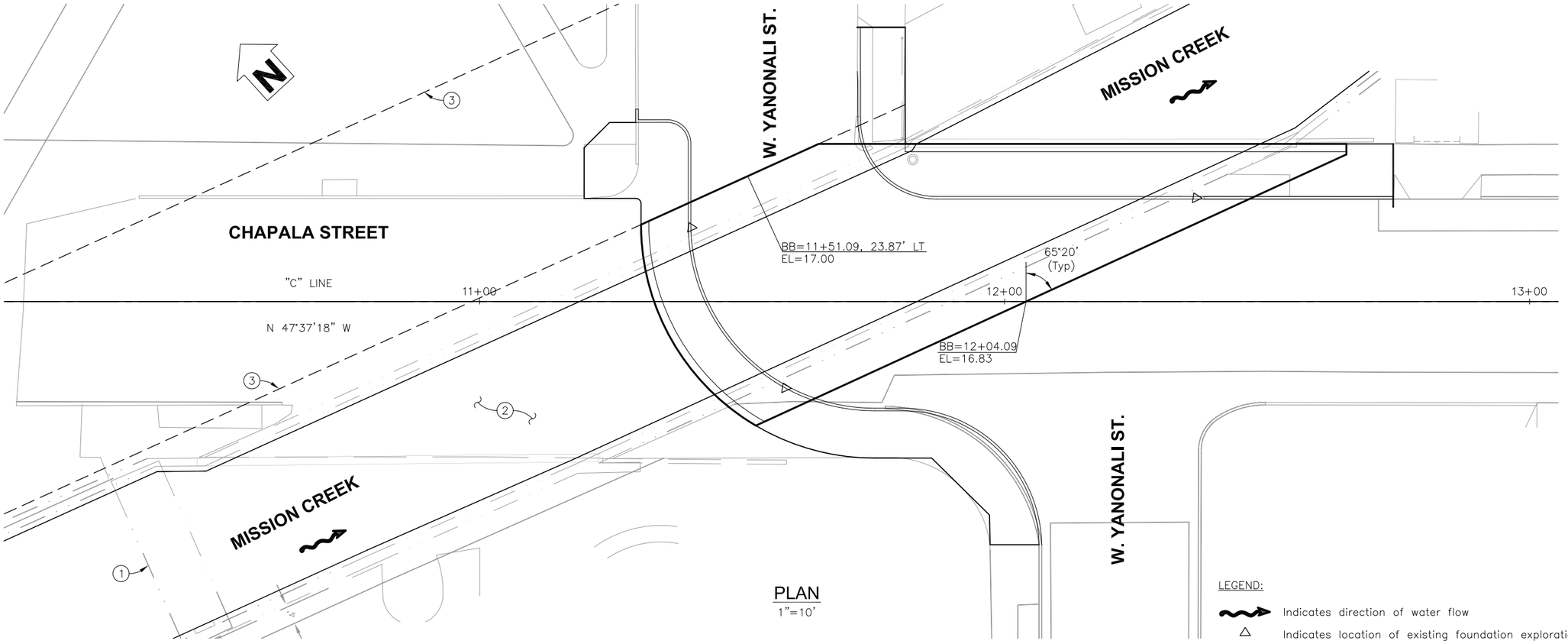
DESIGN SA
DRAWN JK
CHECKED CD
GAD'S

| DATE | APPROVED | REVISIONS | NO. |
|---|---|---|---|
| | | | |

CHAPALA YANONALI BRIDGE SEISMIC RETROFIT PROJECT

# CHAPALA STREET AT YANONALI STREET ALTERNATIVE 2

| | |
|---|---|
| 2009-01525 PBW. NO. | |
| 3593 BID NO. | P-1 SHT. DES. |
| C-1-4614 DWG. NO. | |
| SHT. 1 OF XX | |




PLAN
1"=10'

LEGEND:

Indicates direction of water flow

Indicates location of existing foundation explorations

Indicates existing structure

NOTES:

1. Existing pedestrian bridge shall not be disturbed
2. Existing bridge deck and steel truss to be removed
3. Future box culvert (by others)

**Preliminary Plan - Not For Construction**

dh drakehaglan ASSOCIATES
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Sacramento, CA 95827

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVED:
CITY ENGINEER DATE
ORIGINAL SIGNED DATE

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| NO. | REVISIONS | DATE | APPROVED |
|---|---|---|---|

CHAPALA YANONALI BRIDGE SEISMIC RETROFIT PROJECT

# CHAPALA STREET AT YANONALI STREET
# OPTIONAL DECK CONFIGURATION

| | |
|---|---|
| 2009-01525 PBW. NO. | |
| 3593 BID NO. | P-1 SHT. DES. |
| C-1-4614 DWG. NO. | |
| SHT. 1 OF XX | |

# APPENDIX C

## California Historic Bridge Inventory Sheet for Chapala Street Bridge (51C0250)

# Structure Maintenance & Investigations


## Historical Significance - Local Agency Bridges

June 2009

## District 05

### Santa Barbara County

| Bridge Number | Bridge Name | Location | Historical Significance | Year Built | Year Wid/Ext |
|---|---|---|---|---|---|
| 51C0186 | SAN PEDRO CREEK | 0.7 MI WEST OF FAIRVIEW | 5. Bridge not eligible for NRHP | 1970 | |
| 51C0188 | LEWIS CREEK | 4.5 MI EAST OF S.H. 154 | 5. Bridge not eligible for NRHP | 1970 | |
| 51C0189 | HAPPY CANYON CREEK | 3.24 MI E OF ARMOUR RA RD | 5. Bridge not eligible for NRHP | 1969 | |
| 51C0190 | HAPPY CANYON CREEK | 0.13 MI S HAPPY CANYON RD | 5. Bridge not eligible for NRHP | 1969 | |
| 51C0191 | SAN ANTONIO CREEK | 0.13 MI N OF SH 135 | 5. Bridge not eligible for NRHP | 1969 | |
| 51C0192 | CARNEROS CREEK | 0.15 MI W LOS CARNEROS R | 5. Bridge not eligible for NRHP | 1971 | |
| 51C0194 | SAN JOSE CREEK | EAST OF KELLOG AVE | 5. Bridge not eligible for NRHP | 1964 | |
| 51C0195 | LOS CANEROS ROAD PUC | NORTH EL COLEGIO RD | 5. Bridge not eligible for NRHP | 1973 | |
| 51C0200 | BUENA VISTA CREEK | NORTH TOLLIS AVE | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0201 | CARPINTERIA CREEK | 0.08 MI N OF SR 192 | 5. Bridge not eligible for NRHP | 1973 | |
| 51C0202 | SAN YSIDRO CREEK | 0.25 MI W OF PARK LN | 5. Bridge not eligible for NRHP | 1964 | |
| 51C0203 | HOT SPRINGS CREEK | AT RIVEN ROCK RD | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0204 | BUENA VISTA CREEK | 0.17 MI N OF E VALLEY RD | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0209 | GLEN ANNIE CREEK | 0.04 MI W GLEN ANNIE RD | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0212 | LAS VEGAS CREEK | 0.2 MI W FAIRVIEW AVE | 5. Bridge not eligible for NRHP | 1961 | |
| 51C0214 | SAN JOSE CREEK | 0.86 MI W OF SH 154 | 5. Bridge not eligible for NRHP | 1968 | |
| 51C0215 | SAN JOSE CREEK | 0.1 MI W OF SH 154 | 5. Bridge not eligible for NRHP | 1950 | 1988 |
| 51C0216 | CIENEGUITAS CREEK | 0.25 MI S HOLLISTER AVE | 5. Bridge not eligible for NRHP | 1993 | |
| 51C0217 | SANTA YNEZ RIVER | 1.52 MI S SR 246 | 5. Bridge not eligible for NRHP | 1985 | |
| 51C0218 | REFUGIO CREEK | 0.3 MI N OF SH 101 | 5. Bridge not eligible for NRHP | 1959 | 1969 |
| 51C0219 | MARIA YGNACIA CREEK | 0.2 MI E PATTERSON AVE | 5. Bridge not eligible for NRHP | 2003 | |
| 51C0220 | TECOLOTE CREEK | WEST OF LEYENDA | 5. Bridge not eligible for NRHP | 1961 | |
| 51C0221 | TECOLOTE CREEK | 0.15 MI N VEREDA DEL PAD | 5. Bridge not eligible for NRHP | 1961 | |
| 51C0222 | TECOLOTE CREEK | 0.15 MI N VEREDA GALERIA | 5. Bridge not eligible for NRHP | 1961 | |
| 51C0223 | SAN ANTONIO CREEK | 0.2 MI N OF SH 135 | 5. Bridge not eligible for NRHP | 1962 | |
| 51C0224 | RODEO SAN PASQUAL CHANNEL | WEST DOUGLAS AVENUE | 5. Bridge not eligible for NRHP | 1962 | |
| 51C0226 | ZACA CREEK | 3 MI N SH 246 | 2. Bridge is eligible for NRHP | 1916 | |
| 51C0230 | BONITA SCHOOL ROAD LOW WATER CROSSING | 0.3 MI NORTH OF SR 166 | 5. Bridge not eligible for NRHP | 2002 | |
| 51C0234 | GRACIOSA CANYON CREEK | 0.02 MI W BLOSSER RD | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0236 | BUENA VISTA CREEK | BET OAK DR AND LILAC DR | 5. Bridge not eligible for NRHP | 1965 | |
| 51C0240 | TECOLOTITO CREEK | 0.1 MI N HOLLISTER AVE | 5. Bridge not eligible for NRHP | 1989 | |
| 51C0241 | OAK CREEK | 0.1 MI E OF SAN YSIDRO RD | 5. Bridge not eligible for NRHP | 1973 | |
| 51C0242 | SAN ROQUE CREEK | 0.15 W OF ONTARE RD | 5. Bridge not eligible for NRHP | 1962 | |
| 51C0243 | MISSION CREEK | NEAR STATE ST | 5. Bridge not eligible for NRHP | 1930 | 1979 |
| 51C0244 | MISSION CREEK | 0.1 MI N ALAMAR ST | 5. Bridge not eligible for NRHP | 1916 | 1926 |
| 51C0245 | MISSION CREEK | 0.1 MI W OAK PARK LANE | 5. Bridge not eligible for NRHP | 1958 | |
| 51C0246 | MISSION CREEK | BTWN BATH & DE LA VINA | 5. Bridge not eligible for NRHP | 1926 | |
| 51C0247 | MISSION CREEK | INTX DE LA VINA & HALEY | 5. Bridge not eligible for NRHP | 1915 | |
| 51C0249 | MISSION CREEK | 0.05 MI W CHAPALA ST | 5. Bridge not eligible for NRHP | 1915 | |
| 51C0250 | MISSION CREEK | AT YANONALI ST | 5. Bridge not eligible for NRHP | 1920 | 1976 |
| 51C0260 | MISSION CREEK | 0.01 MIN INTX RTE 225 | 5. Bridge not eligible for NRHP | 1991 | |
| 51C0261 | SAN PEDRO CREEK | WEST OF FAIRVIEW AVE | 5. Bridge not eligible for NRHP | 1980 | |
| 51C0266 | SAN ANTONIO CREEK | @ CATHEDRAL OAKS RD | 5. Bridge not eligible for NRHP | 1976 | |

# APPENDIX D

# California DPR Forms for Properties Evaluated in 2010

**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
# PRIMARY RECORD

**Primary #**
**HRI #**
**Trinomial**
**NRHP Status Code** 5S3

Other Listings
Review Code | Reviewer | Date

 **Resource Name or #:** Chapala Street Bridge (51C0250) **Map Reference #:** 1

**P1. Other Identifier:**

***P2. Location: a. County:** Santa Barbara ☐ **Not for Publication** ☒ **Unrestricted**
**b. USGS 7.5′ Quad:** Santa Barbara, CA **Date** 1952, Photorevised 1988 **T** 4N, **R** 27W; Unsectioned
**c. Address:** Intersection of Chapala and Yanonali streets over Mission Creek, Santa Barbara, CA 93101
**d. UTM:** NAD , Zone ; **mE /** **mN**
**e. Other Locational Data:** APN # 033-041-012

***P3a. Description:** The Chapala Street Bridge is a single-span timber-floor beam bridge on a 66-degree skew (angle) resting on masonry stone abutments. The steel rigid-connected double-intersection Warren pony truss bridge was built circa 1920. The two-lane bridge carries traffic over lower Mission Creek and rests on masonry abutments built for an earlier bridge depicted on the 1907 Sanborn map. Each steel truss is 76 feet long and 7.6 feet high, and the upper chord is 18 inches wide. Two metal bars, placed parallel to the deck, pass through each intersection and through each member below the intersection. The 15-by-4-inch timber stringers are placed normal to the abutments and are cut off at the edges of the bridge where they are supported by the truss. The travel surface has an asphalt-concrete (AC) overlay.

***P3b. Resource Attributes:** HP19 Bridge

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph**

**P5b. Description of Photo:** View looking south at the west truss located north of Yanonali Street.

***P6. Date Constructed/Age and Sources:**
1920 Caltrans BIRIS report
☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93102

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** May 25, 2010

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
**Describe:**

***P11. Report Citation:** Morlet, Aubrie
2010 *Historical Resources Evaluation Report, Replacement of the Chapala Street Bridge over Mission Creek (51C0250), City of Santa Barbara, Santa Barbara County, California, BRLSZD-5007(043).* Applied EarthWorks, Inc., Lompoc, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

***Attachments:**
☐ NONE
☒ Building, Structure, and Object Record
☐ Photograph Record
☐ Location Map
☐ Archaeological Record
☐ Milling Station Record
☐ Other (list):
☐ Site/Sketch Map
☐ District Record
☐ Rock Art Record
☒ Continuation Sheet
☐ Linear Feature Record
☐ Artifact Record

**P5c. Description of Photo:** View looking south at the west truss. The photograph illustrates the 18-inch channeled steel section added in 1977 to strengthen the bridge superstructure. The metal bolts and nuts secure the beam to the top chord.

**P5d. Description of Photo:** View looking southeast at the east truss located south of Yanonali Street.

**B1. Historic Name:**

**B2. Common Name:** Chapala Street Bridge

**B3. Original Use:** Bridge **B4. Present Use:** Bridge

***B5. Architectural Style:** double-intersection Warren pony truss

***B6. Construction History (construction date, alterations, and dates of alterations):** It is estimated by Caltrans and the City of Santa Barbara that the bridge was constructed in 1920. City Council Minutes from August 21, 1913 to May 1, 1922 discussed the construction of several other local bridges designed by the City Engineer A.B. Cook, but information on the designer and builder of the Chapala Street Bridge was not found. Due to the lack of available construction documentation, data was gathered from various other sources to determine its approximate age. The bridge outline is visible in a 1928 air photo and in the 1930 Sanborn map with the description "wood and steel bridge." Due to structural stability inadequacies, the bridge was rehabilitated in 1975–1976. This included a complete removal of the original redwood deck/stringer system and replacement with creosote coated Douglas-fir floor beams and deck planks with a new asphalt-concrete overlay. The original trusses were modified by the addition of a rolled channel section covering the entire outer chords of the truss connected to the original truss using high strength bolts.

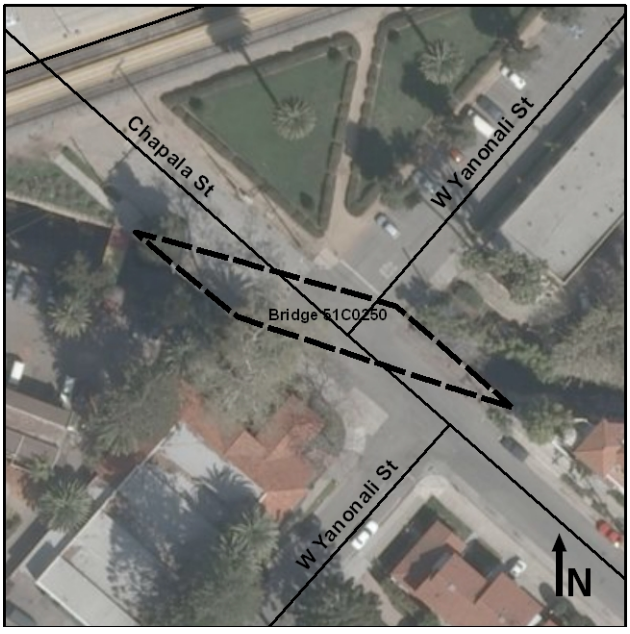
***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** none

**B9. a. Architect:** unknown **b. Builder:** unknown

***B10. Significance:** Theme: n/a Area: n/a
Period of Significance: n/a Property Type: n/a Applicable Criteria: n/a
Previous reports have indicated that the Chapala Bridge was documented for the Historic American Engineering Record and is therefore eligible for the National Register of Historic Places (NRHP). Upon further investigation it was discovered that the bridge has never been properly evaluated for significance based on the criteria of the National Register. The SHPO finding concurred with the eligibility evaluation in *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project* (Post/Hazeltine Associates 1999), which considered the bridge to be eligible for the NRHP. However, the Post/Hazeltine conclusion was based on information obtained from documents prepared in 1980 and 1985, all of which included unsubstantiated information.

In *Cultural Resources Overview for the Santa Barbara Regional Wastewater Reclamation Study*, Cultural Resource Associates (1980:21) state that "The bridge crossing Chapala Street is a steel pony truss bridge of which there are only four on California public highways." *State Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges* (JRP Historical Consulting 2004) reports that 102 metal pony-style bridges are present on California highways (continued).




**This space reserved for official comments.**

***B10. Significance (continued):** In *Cultural Resources Technical Synthesis Report: Mission Creek and Vicinity Flood Control Study,* Applied Conservation Technology, Inc. (1985:121) states: "Some of the bridges [in Santa Barbara] have been partially described on HAER forms, but none have been adequately recorded or researched." The report also states that "In 1978 this structure [Bridge 51C0250] was added to the Historic American Engineering Record Inventory and appears to be potentially eligible for listing on the NRHP as an important example of pony truss construction" (123). Table 5 of the study includes an asterisk by the Chapala St. Bridge that states "NRHP eligibility is based on a preliminary determination made by ACT. No official NRHP eligibility determinations have been made" (122).

In *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project,* Post/Hazeltine Associates (1999) state that "The importance of the bridge was recognized when it was placed on the Historic American Engineering Record" thus making the bridge eligible for the NRHP under Criterion C. Lisa Davidson, Ph.D., Historian for the HABS/HAER/HAL Heritage Documentation Programs, National Parks Service confirmed via email on April 27, 2010 that the bridge has not been recorded for HAER. As the information used to reach this finding was incorrect, the SHPO eligibility concurrence should be reconsidered.

The bridge is currently listed in Caltrans' California Historic Bridge Inventory as Category 5 (not eligible for the NRHP). As a result of the conflicting findings, Caltrans requested that the bridge be formally evaluated and that the method used in *State Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges* (JRP Historical Consulting 2004) be considered an appropriate guide.

The first bridge at Chapala and Yanonali streets appears on an 1892 Sanborn map. The map illustrates a footbridge at the southeast corner and a culvert in the middle of the intersection. The culvert appears slightly wider than the slender footbridge. The 1889 Mensch Map did not show a bridge at that location. The 1907 Sanborn illustrates a bridge matching the footprint of the existing bridge. The design type is unknown as the bridge is simply labeled "bridge," while other bridges in the area are labeled "wood bridge" or "plank bridge." The current bridge is visible in a 1928 air photo and in the 1930 Sanborn map with the description "wood and steel bridge." This is the earliest date in which the existence of the current bridge can be confirmed. As the current Chapala Street Bridge is not the first bridge of its size at the location, it does not appear that the construction of the bridge significantly influenced transportation or economic development in the city.

Using the Caltrans scoring system for metal truss bridges, the Chapala Street Bridge (51C0250) received a total of 12 points out of a possible 90. Most bridges within the state system receiving a total of 30 or less points were not considered eligible for the NRHP. The scoring system is used to determine eligibility under Criterion C. The scoring details are:

8 pts Date of Construction: 1920–1929

0 pts Builder/Designer: Not known

0 pts Number of Spans: 1

4 pts Length of Spans (in feet): Pony 60–80

0 pts Special Features: Not pin-connected, not Iron, no decorative features

4 pts Aesthetics: Structural, good

5 pts Aesthetics: Setting, excellent

0 pts Surviving Number of Type (Rarity) : >20

0 pts Integrity: Location/Setting, excellent

-9 pts Integrity: Design/Materials/Workmanship, poor

0 pts Integrity: Feeling/Association, excellent

City Council Minutes discussed the construction of several local bridges designed by the City Engineer A. B. Cook, appointed by the Mayor on November 9, 1914. City Engineer Cook remained in the position at least until May 1922. Bridge plans from 1926 list the City Engineer as Chester W. Moore. The job description for the City Engineer included developing plans and specifications for engineering projects within the city (sewers, water lines, sidewalks, curbing, bridges), reviewing bids submitted for specific jobs, recommending the best bidder to the city council, and overseeing construction projects. The Chapala Street Bridge was likely designed by the city engineer that was employed at the time of its construction. However, as records for its construction cannot be located, the designer is unknown.

In *State Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges*, JRP Historical Consulting (2004) states that "The Warren trusses came into common use on California highways during the 1920s and 1930s. Most Warren trusses found in California are pony trusses" (29). According to the inventory, 74 Warren truss bridges are extant on California highways, making up 28% of all metal truss bridges. In addition, 46% of all metal truss bridges are pony-style, and 75% of all metal truss bridges are rigid connected. The bridge remains in its original location, and many of the buildings in the vicinity are contemporaneous in age, providing it with sufficient integrity of location, setting, feeling, and association. Due to the "rehabilitation" process that occurred in the 1970s, the bridge does suffer a loss of integrity with regard to the aspects of design, materials, and workmanship.

The bridge is of a common construction type and does not appear to be associated with a significant event or person(s) (Criteria A and B) and the bridge does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). The bridge does not appear to be eligible for listing in the National Register. The bridge does appear to be eligible for listing as a Structure of Merit for the City of Santa Barbara and therefore is a historical resource for the purpose of CEQA.

**B11. Additional Resource Attributes (list attributes and codes):**

***B12. References:** City of Santa Barbara Clerks Office, City Council Minutes; Caltrans Bridge Inspection Records Information System (BIRIS); Drake Haglan and Associates, *Chapala Street Bridge Report, Technical Memo 09016-02*, prepared for the City of Santa Barbara Public Works Department, May 7, 2010; Post/Hazeltine Associates, *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project*, prepared for the City of Santa Barbara Planning and Development Department, 1999; Applied Conservation Technology, Inc., *Cultural Resources Technical Synthesis Report: Mission Creek and Vicinity Flood Control Study*, prepared for the U.S. Army Corps of Engineers, Los Angeles District, 1985; Cultural Resource Associates, *Cultural Resources Overview for the Santa Barbara Regional Wastewater Reclamation Study*, prepared for the City of Santa Barbara, Carpinteria County Water District, Carpinteria Sanitary District, Montecito Water District, Montecito Sanitary District, Summerland County Water District, and Summerland Sanitary District, 1980.

**B13. Remarks:**

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

**Date of Evaluation:** July 12, 2010

**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
# PRIMARY RECORD

**Primary #**
**HRI #**
**Trinomial**
**NRHP Status Code** 6Z

Other Listings
Review Code | Reviewer | Date

 **Resource Name or #:** Newland Property **Map Reference #:** 6

**P1. Other Identifier:**

*__P2. Location: a. County:__ Santa Barbara ☐ **Not for Publication** ☒ **Unrestricted**
**b. USGS 7.5′ Quad:** Santa Barbara, CA **Date** 1952, Photorevised 1988 **T** 4N, **R** 27W; Unsectioned
**c. Address:** 133, 135, 137 Chapala Street, Santa Barbara, CA 93101
**d. UTM:** NAD , Zone ; **mE / mN**
**e. Other Locational Data:** APN # 033-072-006

***P3a. Description:** The two-story wood constructed building rests on concrete foundation with an irregular footprint. The walls are clad with plaster and exhibit round vents in each of the principle gable peaks. The low-pitched roof has both hipped and gabled roofs of varying heights arranged in an irregular pattern. The roof is covered with regularly laid mission tile and the eaves are open with exposed rafters. The windows are double-hung wood sash with decorative wood shutters on most of the east and north facade openings. A single fixed pane is located between two wood sash windows on the east facade gable end. Two small windows are covered with decorative wood lattice. A single wood post with decorative balustrade supports the front porch recessed beneath the principle roof. A wood panel door with wood framed screen door is located on the east facade of the north facing porch. (continued on page 2)

***P3b. Resource Attributes:** HP3 Multiple family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph**


**P5b. Description of Photo:** View looking southwest at the north and east facades.

***P6. Date Constructed/Age and Sources:** 1941 City of Santa Barbara Street Files
☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
Whitney H. Newland
PO Box 2013
Santa Barbara, CA 93110

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** May 25, 2010

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
**Describe:**

***P11. Report Citation:** Morlet, Aubrie
2010 *Historical Resources Evaluation Report, Replacement of the Chapala Street Bridge over Mission Creek (51C0250), City of Santa Barbara, Santa Barbara County, California, BRLSZD-5007(043).* Applied EarthWorks, Inc., Lompoc, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

***Attachments:**
☐ NONE ☐ Location Map ☐ Site/Sketch Map ☒ Continuation Sheet
☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record
☐ Photograph Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Other (list):

***P3a. Description (continued):** Two additional wood panel doors are located on the east facade. Both have wood framed screen doors and an extended shed roof above. The roof is supported by a single wood post with balustrade between the two doors and along the entrance stairs. The south door on the east facade has an alluvial fan window above the door filling in the plastered arch and a plastered partition wall to the north of the door. The second story has two balconies; one recessed beneath the principle roof on the east facade and one with a dropped metal shed style roof on the north facade. Both balconies have windows and a single wood door. Beneath the second story on the east facade is a three car garage with three single wood panel doors. A staircase leading to the second story is attached to the south facade. A recessed patio is located on the west facade.

**P5c. Description of Photo:** View looking south at the north and west facades.

# BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z



**B1. Historic Name:**

**B2. Common Name:**

**B3. Original Use:** Multiple family residence (2 family) **B4. Present Use:** Apartments (3 family)

***B5. Architectural Style:** Spanish Colonial Revival

***B6. Construction History (construction date, alterations, and dates of alterations):** According to the City of Santa Barbara Public Works Street Files, the building was constructed in 1940–1941. The building has had minor alterations to the exterior. An extra bathroom, kitchen, and electrical outlets were installed in 1970 to convert the building from a two-family to three-family residence. A permit to relocate stairs on the side yard does not indicate where the stairs were previously, although it is likely that the attached stairs on the south facade were added at a later date.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** none

**B9. a. Architect:** Edward Jenkins **b. Builder:** unknown

***B10. Significance:** Theme: n/a Area: n/a
Period of Significance: n/a Property Type: n/a Applicable Criteria: n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This building is constructed on Lot 80 of the Ambassador Tract, a subdivision created in 1924 on the land of the demolished Ambassador (formerly Potter) Hotel. The residence was built for Julius and Mary Van Bruggen who remained in the house until Mrs. Van Bruggen passed away in September 1969. Like many other residences in the area, the building was constructed as a multiple family residence. The Santa Barbara City directories indicate that a second, often changing, individual resided in 133a Chapala Street beginning in 1941. During the 1940s, the area experienced a slow in the tourist industry as a result of WWII and the closure of the harbor while the U.S. Navy occupied the space. J. Edgar Turner is the homeowner listed on the remodel permits submitted in December 1969.

Built at the end of the early twentieth century tourism boom in Santa Barbara, this building does not appear to be related to the development of the tourist industry in the West Beach area. Since the building is constructed in the Spanish Colonial Revival style, of which there are many fine examples within the City of Santa Barbara, the building does not appear to be associated with a significant event or person(s) (Criteria A and B), and the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Therefore the property does not appear to be eligible for listing in the National Register and is not an historical resource for the purpose of CEQA.

**B11. Additional Resource Attributes:** None.

***B12. References:** Santa Barbara County Assessor; City of Santa Barbara Public Works Street Files, Building Permit Log Books, and Drawing Archives; City Directories 1939-72.

**B13. Remarks:**

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

**Date of Evaluation:** July 12, 2010

**This space reserved for official comments.**

**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
# PRIMARY RECORD

**Primary #**
**HRI #**
**Trinomial**
**NRHP Status Code** 5S1

Other Listings
Review Code | Reviewer | Date

 **Resource Name or #:** Urban Pacific Property **Map Reference #:** 7

**P1. Other Identifier:**

*__P2. Location: a. County:__ Santa Barbara ☐ **Not for Publication** ☒ **Unrestricted**
**b. USGS 7.5′ Quad:** Santa Barbara, CA **Date** 1952, Photorevised 1988 **T** 4N, **R** 27W; Unsectioned
**c. Address:** 203 Chapala Street, Santa Barbara, CA 93101
**d. UTM:** NAD , Zone ; **mE /** **mN**
**e. Other Locational Data:** APN # 033-041-001

***P3a. Description:** The building is a composite structure consisting of a T-plan commercial office on the east end and a rectangular one-story industrial warehouse attached on the west end. The plaster-clad, wood constructed building rests on a concrete foundation with an irregular footprint. The combined hipped-and-gabled roofs of the front-facing facades are covered with regularly laid straight barrel mission tile. The eaves of the roof are close except for on the ell where the open eaves expose the rafter tails. The three parallel gables on the warehouse section of the building are covered with rolled asphalt roofing. The parallel gable ends are concealed by plaster-clad parapets on the south facade. The east facade includes an arched extended roof entry with a paneled front door and wood sash sidelights filling in the arch, a dominant arched wood sash multi-paned window in a shallow front-gabled bay, a modern picture window, and a modern wood door with stained glass upper panes. The south facade of the office exhibits three wood casement windows and an arched wood sash multi-paned window adjacent to the entrance (continued on p. 2).

***P3b. Resource Attributes:** HP6: 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph**

**P5b. Description of Photo:** View looking northwest at the east facade.

***P6. Date Constructed/Age and Sources:**
1924 City of Santa Barbara Street Files
☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
Urban Pacific LLC
C/O Richard Sanders
924 Laguna Street
Santa Barbara, CA 93101

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** May 25, 2010

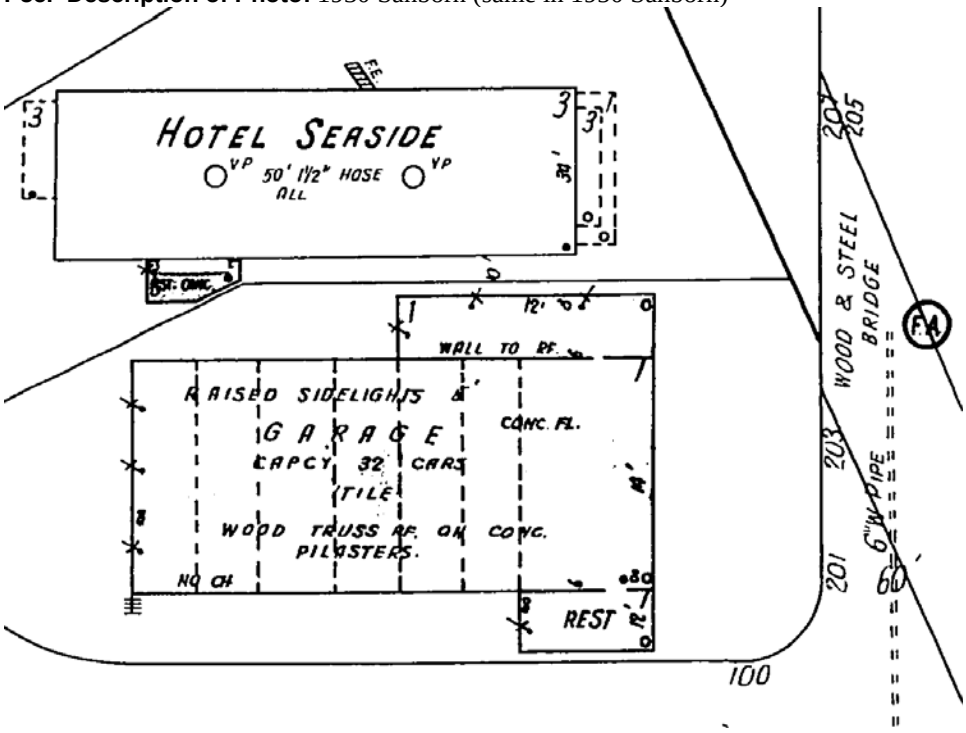
***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
**Describe:**

***P11. Report Citation:** Morlet, Aubrie
2010 *Historical Resources Evaluation Report, Replacement of the Chapala Street Bridge over Mission Creek (51C0250), City of Santa Barbara, Santa Barbara County, California, BRLSZD-5007(043).* Applied EarthWorks, Inc., Lompoc, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

***Attachments:**
☐ NONE ☐ Location Map ☐ Site/Sketch Map ☒ Continuation Sheet
☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other (list):

***P3a. Description (continued):** Fenestration on the office wing addition includes large steel sash multi-paned fixed and casement windows on all three facades. To the north of the addition is a private courtyard with grass, plantings, and a mature sycamore tree. The arched entry and office windows on the south and east facades are shaded by shed-style canvas awnings with metal supports. Fenestration on the warehouse includes modern aluminum sliding windows on the south, west, and north facades as well as a 14 by 12 foot drive-thru door with single wood paneled pedestrian door on the west facade. All of the openings on the west facade are also shaded by shed-style canvas awnings with metal supports. Attached to the warehouse on the west end of the north facade is a dropped-roof shed with T-111 siding.

**P5c. Description of Photo:** 1930 Sanborn (same in 1950 Sanborn)



**P5d. Description of Photo:** The 1953 air photo illustrates the remodel that added an ell to the east facade.

**P5e. Description of Photo:** View looking north at the south facade. The parapet conceals the multiple gable roofs on the warehouse.

**P5f. Description of Photo:** View looking west at the north facade. The original windows appear to have been twice the size of the nonconforming modern aluminum replacements.

**P5f. Description of Photo:** View looking southwest at the east facade. This facade includes a window added during the remodel by Edwards &Plunkett in 1940.

**B1. Historic Name:** Seaside Garage

**B2. Common Name:** Old 7-Up Bottling Company

**B3. Original Use:** Hotel Garage/Restaurant **B4. Present Use:** Commercial Offices

***B5. Architectural Style:** Spanish Colonial Revival

***B6. Construction History (construction date, alterations, and dates of alterations):** According the City of Santa Barbara Public Works Street Files this building was constructed in 1924 as a garage for the Hotel Seaside located on the adjacent parcel. The 1930 Sanborn map indicates that the garage hold 32 cars. When originally constructed, the building was 60 by 145 feet with a concrete firewall on the west. In 1928 the southeast corner of the building was expanded and remodeled to accommodate a restaurant, and the northeast corner was extended for storage. In 1939 remodel work was completed in the restaurant for office use, but the buildings footprint remained the same as in 1930. In 1940 the east facade was remodeled to Spanish Colonial Revival style, which included the addition of an arched entrance porch, large arched window, and a roof tower. The design was created by well-known architects Edwards and Plunkett. In 1952 a permit was issued to enclose two arches on the entrance porch and construct an ell addition to the east facade. The roof tower on the office portion of the building was removed sometime in the early twenty-first century and the windows on the industrial portion of the building have been replaced with smaller aluminum sliders.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** none

**B9. a. Architect:** Edwards & Plunkett, 1940; M.L. Grant, 1952.
**b. Builder:** D.H. MacQuiddy, 1928; Charles M. Uton, 1940; Clayton Wesley Cook 1952.

***B10. Significance:** Theme: n/a Area: n/a
Period of Significance: n/a Property Type: n/a Applicable Criteria: n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This building is constructed on Lot 141 of the Ambassador Tract, a subdivision created in 1924 on the land of the demolished Ambassador (formerly Potter) Hotel. The original building was constructed by Harold S. Chase as an automobile garage for the Hotel Seaside in 1924. The 1930 Sanborn map indicates that the garage could house 32 automobiles. In 1928 the building was expanded at the corner of Chapala and Yanonali streets to add a restaurant. The restaurant was in business from 1928 to 1931. A bakery moved into the space from 1934 to 1935. From 1938 to 1965 the 7-Up Bottling Company leased the entire building. Several interior changes were made to accommodate the new industrial use, including the conversion of the bakery/restaurant into office space. The 1940 east facade remodel was designed by Joseph Plunkett and William Edwards in the locally preferred Spanish Colonial Revival style. The addition and remodel in 1952 together with the removal of the tower in the early twenty-first century all but remove from sight the Edwards and Plunkett design. The large arched window on the east facade is only visible from within the private courtyard (continued next page).


**This space reserved for official comments.**

***B10. Significance (continued):** The building is of a common construction type and does not appear to be associated with a significant event or person(s) (Criteria A and B) and the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). The property does not appear to be eligible for listing in the National Register. The building is listed as a City Landmark for the City of Santa Barbara and therefore is an historical resource for the purpose of CEQA.

**B11. Additional Resource Attributes (list attributes and codes):**

***B12. References:** Santa Barbara County Assessor; City of Santa Barbara Public Works Street Files, Building Permit Log Books, and Drawing Archives; Cole, Alexandra, *Historic Structures Report 203 Chapala Street, Santa Barbara, CA,* Preservation Planning Associates, prepared for Lawrence and Susan Browne, Chapala Investments, 2004; City Directories 1924–1975.

**B13. Remarks:** This property was evaluated for local significance by Alexandra Cole in 2004. Information from that report was utilized to complete this evaluation.

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

**Date of Evaluation:** June 2010

# APPENDIX E

# Forms for Previously Evaluated Properties

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Southern Pacific Train Depot

other names/site number Santa Barbara Railroad Station

## 2. Location

street & number 209 State Street ☐ NA ☐ not for publication

city or town Santa Barbara ☐ NA ☐ vicinity

state California code CA county Santa Barbara code 083 zip code 93101

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. ( ☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ( ☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

- ☐ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

_____

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

**Category of Property**
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

**Number of Resources within Property**
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|---|---|---|
| 2 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 2 | | Total |

**Name of related multiple property listing**
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

## 6. Function or Use

**Historic Functions**
(Enter categories from instructions)

TRANSPORTATION/ rail related

**Current Functions**
(Enter categories from instructions)

TRANSPORTATION/ rail related

## 7. Description

**Architectural Classification**
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS/
Mission/Spanish Colonial Revival

**Materials**
(Enter categories from instructions)

foundation concrete
roof terra cotta
walls concrete
other

**Narrative Description**
(Describe the historic and current condition of the property on one or more continuation sheets.)

## 8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**
(Enter categories from instructions)
ARCHITECTURE
TRANSPORTATION
TOURISM

**Period of Significance**
1905-1949

**Significant Dates**
1905

**Significant Person**
(Complete if Criterion B is marked above)

**Cultural Affiliation**
N/A

**Architect/Builder**
Wilson, Francis W.

**Narrative Statement of Significance**
(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

**Primary Location of Additional Data**
- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

## 10. Geographical Data

**Acreage of Property** Approximately 4 acres

**UTM References**
(Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | __ | _____ | _____ | 3 | __ | _____ | _____ |
| 2 | __ | _____ | _____ | 4 | __ | _____ | _____ |

☐ See continuation sheet.

**Verbal Boundary Description**
(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**
(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

name/title Alexandra C. Cole, Principal

organization Preservation Planning Associates date March 29, 2006

street & number 519 Fig Avenue telephone (805) 969-4183

city or town Santa Barbara state CA zip code 93101

## Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**
(Check with the SHPO or FPO for any additional items)

## Property Owner

(Complete this item at the request of the SHPO or FPO.)

name City of Santa Barbara Redevelopment Agency, c/o Louis Lazarine

street & number 630 Garden Street telephone (805) 564-5461

city or town Santa Barbara state CA zip code 93101

**7. Narrative Description**

The Southern Pacific Train Depot consists of a Mission Revival railroad station, designed by Francis W. Wilson in 1905, three landscaped parks with palm trees, lawns, and lantana hedges, portions of the eastbound and westbound tracks, and a former Railway Express Agency office built in 1906. The station is associated with the adjacent Neal Hotel, which was built in 1906 to provide restaurant and lodging facilities for the train passengers, with the City landmark Moreton Bay fig tree in an adjacent park, with the 1910 Signalman's building, which served as a waiting area for men who set out the signals for the trains, and with a 1905 sandstone retaining wall which diverted Mission Creek for the construction of the Depot. The railroad station, former Railway Express building, and three parks are in excellent condition, having undergone a restoration and rehabilitation by the City of Santa Barbara in 1999. The site retains integrity of location, design, materials, workmanship, and association. Its integrity of setting has been compromised by the addition of modern parking lots and ADA required platform raising adjacent to the tracks.

**Buildings**

**1. Railroad Station**
One contributing building

The Santa Barbara railroad station is situated north of the eastbound and westbound tracks and faces Yanonali Street between State and Chapala Streets. It is a long rectangular building facing south towards the tracks. The two-story main block, containing the ticket office and main waiting room on the first floor and offices on the second floor, is flanked by a one story baggage room on the west end, with a protected arcade for the baggage carts, and a one-story secondary waiting room (originally the women's waiting room) at the east end. A flat-roof arcade extends along parts of the north, east, and south sides, opening into a large open air waiting area on the east side and a porte cochere on the north side. An open arched entrance on the north side leads from the porte cochere through a vestibule into the secondary waiting room.

The poured-in-place concrete walls are covered with an ochre sand-finish plaster, and the roofs have two-piece red terra cotta Mission tiles. The main block is side-gabled and the baggage room roof is hipped. The windows have large lower single or double lights topped with crossed muntin transom windows. The paired or single wood plank doors have single upper lights topped with crossed muntin transom windows. An exterior stucco chimney extends from the east wall and a second stucco chimney juts from the ridge of the main block. Granite steps provide access from the north and south sides. The most prominent decorative feature of this railroad station is the trackside overscale Mission Revival arch with an open trefoil with metal numbers "1905" and "Santa Barbara" within the arch. Two decorative Craftsman light fixtures flank the arch.

**7. Narrative Description (continued)**

Although Mission Revival in style, the station has the earth-toned palette associated with the Craftsman style just beginning to be popular at the time of its construction. The exterior walls are a warm ochre plaster whose rich color and depth are achieved through mineral pigments within the finish plaster coat. (This is not the original finish, which was overpainted many times during the history of the station, but a recreation during the 1999 restoration, based on an extensive examination of the original finishes). The woodwork trim surrounding the doors and windows is a varnished dark reddish brown to bring out the grain of the Oregon pine (Douglas fir). The oak doors are also varnished with a slight reddish color and rubbed to a satin finish. Door handles are brass. The interior color scheme is also earth-toned. The waiting room walls consist of a reddish gray stippled marble baseboard, ochre glazed tile wainscoting topped by an oak molding, and an upper wall of warm pink plaster. The open beam ceiling is finished with the same dark reddish varnish as the exterior woodwork. One-inch hexagonal floor tiles of rust with flower patterns in ochre and cinnabar complement the ochre wall tiles. The mantels are sandstone and the hearth a warm buff concrete. Bas reliefs of Padre Junipero Serra and a vaquero, designed by George Marion Cumming of San Francisco, and made of plaster painted to resemble bronze, decorate the spaces above the mantels. The ticket office is lined with vertical tongue and groove red oak wainscoting with warm pink plaster walls and a coved ceiling above.

Furniture and fixtures are also Craftsman in style. The “shower” style chandeliers, with their groups of lights hanging from central rings, and the single or triple wall sconces in the waiting rooms incorporate tulip-shaped frosted glass globes. The waiting rooms are furnished in oak, with two original large double-sided benches and a circular bench with a high back. Two large double-sided benches also provide seating in the eastern arcade.

**Alterations**

The station was under the control of the Federal government during World War I, from 1917 through 1920, and during that time the train use was expanded to meet wartime needs. The ticket office was enlarged to handle the greater volume of passengers. The original ticket office window wall in the main waiting room was removed and a large U-shaped counter installed. At this time as well the need to maintain separate entrances and waiting rooms for female passengers was no longer considered a necessity, and the vestibule opening from the porte cochere into the ladies waiting room was walled in and made into a telephone area.[1] The station was given a coat of ochre paint which hid the original sand-finished mineral pigment surface. Very probably the metal letters saying “Santa Barbara” were added at this time.

**7. Narrative Description (continued)**

During the earthquake of 1925, the parapet cracked and the main chimney fell down. At some time, possibly during the post-earthquake repairs, the color scheme was changed from ochre to warm pink plaster walls with bottle green trim. Later a brown dado was painted over the pink plaster. In 1949, the eastern arcade, formerly the outdoor passenger area for those waiting for the train, was enclosed to provide two offices for the Southern Pacific district traffic office and Roadmaster's office.[2]

In the 1950s, the interior ticket wall was again rebuilt, and the ticket office converted to use as private offices for train personnel. At some unknown time, possibly when Amtrak took over passenger service from Southern Pacific in 1971, the baggage room was divided to create sleeping quarters, bathrooms, and storage in the half adjacent to the ticket office. The baggage port on the north wall was sealed over and a regular door put in its place. In the 1980s, the Railroad Station was painted beige with a dark brown dado. During these years, Amtrak operated the station with a reduced number of employees, and it suffered from neglect and deferred maintenance.

In 1985, a private developer planned to make the restored Railroad Station the centerpiece of a large development which would have included a restaurant, 125-room hotel, coffee shop, garage, commercial shops, and a youth hostel. As part of this proposed Railway Plaza project, Preservation Planning Associates prepared a restoration plan, based on historic research, historic photographs and architectural plans, interviews with depot personnel, and on-site investigation of colors and finishes to determine what the original Railroad Station looked like.

When the Railway Plaza scheme failed, the City of Santa Barbara Redevelopment Agency bought the depot property in 1995, and in 1999 completed a restoration of the Railroad Station to a c.1920 date, using the research from the 1986 report and the services of restoration architect, Milford Wayne Donaldson, FAIA, to guide the restoration. The infill of the vestibule on the north side and the infill of the arcade on the east side were removed, the baggage door on the north side was recreated, the 1918 configuration of the ticket office was restored and the trackside concrete surface was raised for wheelchair accessibility to the train cars. The Southern Pacific electronic equipment was moved from the original station master's office, and the room was returned to office use. The baggage room was partitioned for vending machines. As a result, the Railroad Station's historic integrity has been regained after years of neglect and additions.

**7. Narrative Description (continued)**

**2. Railway Express Agency office (Open Air Bicycles)**
One contributing building

Built in 1906, the former Railway Express Agency office is a one story rectangular building constructed of red brick with a gabled roof of pressed metal formed to look like Mission tile. An eight foot overhang extends from the eaves for seventy of its ninety foot length along the south elevation. The symmetrical west gable end fronting Chapala Street features an oculus vent in the gable, and a central paired wood door with single lights flanked by square wood-frame plate glass windows. Both the door and the windows are topped with crossed muntin transoms reminiscent of those on the Railroad Station and Signalman's building. The eight bays of the south elevation have paired or single double-hung windows in wood sash with crossed muntin transoms. A single wood door with a diamond pane transom provides access into the building, which is now a bicycle shop, and two large sliding wood doors with raised vertical panels provide access on the south elevation.

The east elevation has a central arched 1/1 double-hung window in the gable, flanked by a pair of double-hung windows with a single lower pane topped by a diamond pane transom. The north elevation has a 3/3 horizontal double-hung window, and three horizontally-oriented windows which have been infilled with plywood with molding picking up the crossed muntin motif.

**Alterations**

Originally constructed for the Wells Fargo Express Agency, the building was only 60 feet long and its main façade (west) featured arched windows and doorway. Sometime before 1925, the building was extended an additional 30 feet, and the windows and door on the west were altered to their current configuration. During the 1999 restoration of the depot site, the REA building was rehabilitated. The three 12-light horizontal bottom-hinged windows on the north were infilled with plywood. Windows and doors were repaired, and the original metal roof was removed for seismic strengthening of the roof and then put back in place.

**Setting**

The original setting surrounding the buildings of the depot included landscaped parks, two sets of wood water tanks on high scaffolding to service the steam engines, two through tracks, a siding, two spur lines connected to the siding, a 1910 Signalman's building south of the tracks, and a 1905 sandstone retaining wall diverting Mission Creek for the construction of the Depot

**7. Narrative Description (continued)**

(for a comparison of the historic setting and the current setting, see the Sketch Map of 1920 and the Sketch Map of the 2005 conditions). An asphalt drive led from State Street between two of the parks, and wound past the station to Chapala Street which was open to Montecito Street on the north and Yanonali Street on the south. Parking was adjacent to the station next to the platform.

The landscaped parks, with grass lawns, were outlined with granite boulders and hedges of red and orange lantana to represent the colors of the Southern Pacific engines. Centered within the lawns were single palm trees. One irregularly-shaped park fronted the Neal Hotel and was bisected by a diagonal path connecting the station to the hotel restaurant. A second irregularly-shaped park was located below the entrance drive and extended to the train platform. A third triangular-shaped park lay south of the station and the tracks, and was bisected by a diagonal path connecting to the rear of the Potter Hotel. A fourth park, also triangular in shape, was located across Chapala Street to the northwest of the station and contained a Moreton Bay fig tree planted in 1877.

The eastbound and westbound tracks were flanked by scored concrete platforms. A siding ran in front of the station and connected with two private car spur lines. Here wealthy visitors arriving in Santa Barbara parked their private train cars while they stayed at the adjacent Potter Hotel.

**Alterations**

For years, the station parks were well cared for by gardeners, who had a nursery near the Goleta station to supply them with plants. However, in 1921 the Potter Hotel burned, and as a result, train travelers no longer traversed the triangular park from the station to the hotel, and there was little demand for the spur lines. By the end of World War II, the automobile was drawing travelers away from the trains, and in 1945 the depot grounds were redesigned for the first time since 1905, with parking lots replacing the two irregularly-shaped parks facing the Hotel Neal and the front entrance. At an unknown time, presumably when diesel engines replaced steam post- World War II, the water towers were removed. Passenger travel continued to decline, and with freight taking over most of the train business, the parks became neglected. By the 1980s, when Amtrak oversaw the depot, the landscaping in the south triangular park had died, and the homeless had created an encampment in the north triangular park.

**7. Narrative Description (continued)**

During the 1999 restoration of the railroad station, the original entrance to the site was diverted slightly further south through Yanonali Street. Parking was expanded on site to the west of the station. However, renewed attention was also directed towards the station's historic setting. Portions of the two irregularly-shaped parks north and east of the station which had been torn up for parking in 1945 were recreated, replicating the historic landscape scheme of granite boulders, lawn, lantana hedges, mature palm trees, and in front of the Neal Hotel, pepper trees which historically had been there. In the two triangular parks which had remained, the existing granite boulders were reset, lawns and lantana hedges were replanted, and missing palm trees were replaced. The Signalman's building was repaired and mothballed; all door and window openings were covered with protective plywood covers, painted to look like the existing windows and doors.

At some time the siding track was abandoned. In the 1999 restoration, the eastbound and west bound track platforms were raised 8" per California Department of Transportation requirements, One of the spur lines, and much of the length of the remaining spur line, was covered over by the new parking area. However, the outline of their tracks has been etched into the concrete parking lot surface to indicate their location, and a commemorative marker notes their function during the early days of train travel. The original concrete walls of the existing spur line have been covered with decomposed granite fill, leaving the top curbs exposed.

**8. Narrative Statement of Significance**

The Railroad Station, built in 1905 by architect Francis W. Wilson, was designed in the Mission Revival Style, a style adopted between 1890-1915 for a host of public and residential buildings throughout California. The station, with its outbuildings, is significant under National Register criterion A in the area of transportation at the local level for its association as an important stop on the Southern Pacific route and its contribution to tourism and industry in Santa Barbara. Although the associated Southern Pacific roundhouse, freight depot, and ice-making plant along Cabrillo Boulevard are now gone, the depot with its railroad station, Signalman's building, REA building, spur line, and landscaped parks, provides a sense of the time and place when the railroad was a vital industry in Santa Barbara. It is also significant under National Register criterion C at the local level as one of the few Mission Revival-era buildings remaining in Santa Barbara.

**8. Narrative Statement of Significance (continued)**

**Context: Southern Pacific Railroad**

The Southern Pacific train station is significant for its association with the Southern Pacific Railroad which greatly contributed to the development of tourism and the expansion of the citrus and lumber industries in Santa Barbara in the early 20th century. Restored in 1999, the station physically reflects its period of significance, from 1905, its date of construction, to 1949, the date when its original open-air passenger arcade was infilled for offices, marking a period of decline in passenger service. Because it is still surrounded by ancillary buildings and landscaping associated with its heyday, such as the Neal Hotel, the REA building, the parks, spur line, and Signalman's building, as well as other off-site warehouses serviced by the train, the station retains its associative value. The spur line is reminiscent of the wealthy tourists who stayed at the Potter Hotel. The Mission Revival station and parks reflect the desire of Southern Pacific to make the initial contact between tourist and town, in this case Santa Barbara, one redolent of romance and history. The warehouses are a visual reminder of the impact of the railroad on the citrus and lumber industries in Santa Barbara.

Santa Barbara tourism in the 1870s was a nascent industry, with visitors arriving at Stearns Wharf via steamers or by stage coach, where they could enjoy several bath houses along the waterfront East Beach Promenade. A boost to tourism came in 1872, when journalist Charles Nordhoff, writing for the *New York Tribune,* visited Santa Barbara and then wrote *California – A Book for Travelers and Settlers*, which introduced Easterners and Midwesterners to the benefits of the Santa Barbara climate. Other promotional articles followed suit, describing the "quiet restfulness of the wave-caressed sands" and the ocean breezes "laden with the vital elements that inspire one to exertion". Healthy visitors swam at the bath houses, took picnic lunches at Bradley's race track, or went horseback riding along the beach. Invalids came to the "sanitarium of the Pacific" to partake of the medicinal sulphur springs on Burton Mound. Consumptives wrapped in blankets, traveled out in the winter sun in horse-drawn carriages.[3]

The arrival of the Southern Pacific coast line train into Santa Barbara from Los Angeles in 1887 was greeted with excitement by the City. Yet it was not until the connecting link to San Francisco was finished in 1901 that tourism really expanded into the downtown area, with the 600-room Mission Revival Potter Hotel, built in 1903 on the waterfront, the first to deliberately cater to the new visitors arriving by train. In turn the Southern Pacific Railroad catered to these Potter Hotel guests in 1904 by realigning tracks to be adjacent to the hotel, changing from their original convoluted route along City streets to cut across the lower west side from Rancheria Street to Gutierrez Street. In 1905, Southern Pacific added a Mission Revival train station a block behind the Potter Hotel and connected the two via a flower-lined path which led diagonally through a landscaped park from the station into the Potter Hotel's back yard.

**8. Narrative Statement of Significance. Context (continued)**

The presence of the 1905 station gave rise in turn to new buildings associated with the influx of tourists, notably the 1906 Mission Revival Neal Hotel adjacent to the station, with a restaurant designed particularly to cater to travelers' needs, and the 1906 Wells Fargo Express building near the station on Chapala Street. In 1914, a warehouse was built at 25 East Mason Street, for the Santa Barbara Transfer Company, which handled the 400 trunks per day which arrived at the Southern Pacific station. This company hired freight agents to ride the train as far afield as San Luis Obispo and Saugus to help the Santa Barbara-bound passengers transfer their baggage.[4]

Between 1906 and 1925 a number of other hotels were built in the area around the depot, including the Californian Hotel, the State Street Hotel, the Boulevard Hotel, the Schooner Inn, the Faulding Hotel, and the Virginia Hotel, to handle travelers arriving by train. The arrival of tourists in the downtown area near the main shopping street, State Street, gave rise to further businesses catering to their interests, such as curio shops, a Japanese Tea Room, and skating rink. Pershing Park, down Cabrillo Boulevard from the depot, became the scene of bullfights and horse shows.[5]

The station continued to be important to tourists until the post-war era, when passenger traffic on the Southern Pacific declined, in part because of the decline in service, but also because more people preferred to fly or drive to their destinations.[6] At this time the company stopped putting money into passenger service, preferring to spend money on their more lucrative freight business. A reflection of this preference for freight over passengers came in 1949, when the open passenger waiting arcade at the east end of the building was infilled for freight offices. This date marks the end of the significance of the depot as a hub of tourism.

Southern Pacific continued to run the passenger service until 1971, when Amtrak took over. During the 1970s and 1980s, Amtrak operated the station with a reduced number of employees, who were required to not only sell tickets and haul baggage, but also to clean the station from the nightly trash from the homeless who had set up camp by the Moreton Bay Fig tree. In 1977 Southern Pacific deeded the park with the Moreton Bay Fig tree to the City of Santa Barbara, which made the then-100-year-old tree a landmark. Since 1995, the City of Santa Barbara Redevelopment Agency has owned the Railroad Station, and has restored it to serve an increasing number of passengers.

The Southern Pacific Railroad, with its depot, was instrumental as well in the expansion of the citrus and lumber industries in Santa Barbara, which had previously relied on steamships to carry their goods from Stearns Wharf at the foot of State Street. A fledgling citrus industry had been initiated in the 1880s by Harley Johnston at his San Ysidro Ranch in the Montecito foothills, with his "Santa Barbara Fancy Lemons" rated highly by market reports. In 1891, he

**8. Narrative Statement of Significance. Context (continued)**

opened a retail store in town on lower State Street, where he sold citrus fruit and nursery stock, loading his produce onto Stearns Wharf for shipment to San Francisco.[7] Often much of the fruit would rot before delivery.

With the completion of the train connection to San Francisco and the construction of the depot, as well as a nearby ice plant, connected to the main line by a spur line, the citrus industry expanded greatly. Johnson immediately constructed a huge packing plant along the main rail lines near the depot for a lemon growers' cooperative. Local oranges and lemons were brought from the San Ysidro Ranch and from Sherman Stow's ranch in Goleta to this packing plant, where they were sorted and iced. Rail spurs delivered train cars from the main line to the plant, where the iced fruit was loaded and shipped all over the country.[8]

The train was also vital for shipping vegetables and other food staples from Santa Barbara. Another warehouse, at 122 Helena Avenue, was constructed in 1920 across the tracks from the Santa Barbara Transfer Company, and used as the warehouse for the Sperry Flour Company, and later the warehouse for Western States Grocery. These warehouses, built with irregular footprints to conform to the outlines presented by the triangular lots created by the realigned tracks, were serviced by spur lines off the main track. [9]

The arrival of the Southern Pacific Railroad benefited the local lumber industry as well. In the 1870s and 1880s, a number of lumber and planing mills, including the Boyd Lumber and Mill Yard, Acme Planing Mill, and the George W. Humphrey and Company's Planing Mill, had been established on the lower East side of Santa Barbara close to Stearns Wharf. There, redwood from northern California was off-loaded from steamers and taken by wagon to the various lumber yards. Once the train tracks were realigned, and the train connected to San Francisco, spur lines were built to these various lumber companies, and the lumber could be loaded onto freight cars and shipped more efficiently by railroad rather than steamer.[10]

**Context: Mission Revival Architecture**

The Santa Barbara Southern Pacific train station is significant as well at the local level for being one of the few Mission Revival style buildings constructed in Santa Barbara, a city better known for its Spanish Colonial Revival image, developed after the 1925 earthquake as part of the city's desire to recreate itself as a romantic Hispanic town The limited number of Mission Revival style buildings built in Santa Barbara between 1894 and 1911 were residences, hotels, and the train station, building types which readily lent themselves to the Mission Revival style.

**8. Narrative Statement of Significance. Context (continued)**

The Mission Revival style itself, dating to c.1890-1915, was the first regional architectural style to be exported from California to the rest of the nation. In the late 1880s, when this style was just being developed, the California Missions were in disrepair, and as such were fascinating to travelers, who saw them as romantic and picturesque "piles" which conjured up the long-gone lives of the Spanish padres and early settlers.[11] An Important advocate of the restoration of the Missions and the need to develop the Mission image as a regional style was newspaper reporter Charles Fletcher Lummis, who founded the Landmark Club in Los Angeles, in 1894 to preserve the Missions. His ally in this effort was George Wharton James, a travel writer who penned books and articles on the Missions and popularized the Mission Revival style. They felt not only that the Missions should be rebuilt as visual reminders of the Hispanic origins of California, but also that the Mission image should be developed as a new distinctively regional style which could be used to attract tourists and settlers to the state.[12]

Although popular throughout California, the Mission Revival style never caught on in Santa Barbara. The earliest (1894-98) examples of this style built in Santa Barbara were the row of five houses on Garden Street in a residential neighborhood near the Santa Barbara Mission. (Ironically, the Santa Barbara Mission, within view of these houses, was not designed in the "Mission" style used by followers of the Mission Revival, but was neoclassical, based on a Roman temple). Commissioned by the San Francisco banker, William H. Crocker, as vacation homes, and designed by the San Francisco architect A. Page Brown, who had designed the California building for the Columbian Exposition in Chicago in 1893, these five houses were a singular and unusual instance of the Mission Revival style in Santa Barbara.[13] In 1905 architect J. W. Bagley designed a Mission Revival house for the Huning family at 1732 Santa Barbara Street. These residences remain.

The handful of other Mission Revival style buildings in Santa Barbara were related to tourism. They included the Potter Hotel (1901), designed by John Austin, the Southern Pacific Train Station (1905), designed by Francis W. Wilson, the Neal Hotel (1906), designed by J. W. Bagley, and the Arlington Hotel (1911), designed by Arthur B. Benton, who also designed the Mission Inn in Riverside.

The Southern Pacific train station, attributed to the Southern Pacific's Architectural Bureau, was actually designed by Francis W. Wilson, a noted Santa Barbara architect. Born in 1870 in Massachusetts, Francis W. Wilson moved to California in 1887 with his parents, settling in San Francisco. There he became an apprentice in the architectural firm of Pissis and Moore. In 1895, after some years in Europe traveling and sketching, he moved to Santa Barbara, where he practiced architecture for twenty five years. While most of his commissions in Santa Barbara were for residences, he also designed a number of commercial buildings. These included the Alexander block in downtown Santa Barbara, where he kept his office, the Santa Barbara Club,

**8. Narrative Statement of Significance. Context (continued)**

the Santa Barbara Country Club, the Central Bank, the post office, and the public library. Most of his designs were in the popular Spanish Renaissance or Classical style, and his railroad station is the only building he designed in Santa Barbara in the Mission Revival style. He later became the architect for the Santa Fe railroad, for whom he designed a number of railroad stations and hotels throughout Arizona and California.[14]

The Santa Barbara station, one of at least eight other Mission Revival train stations constructed by the Southern Pacific Railroad between 1894 and 1914, reflected the railroad's desire to take the style and use it in their stations as an attraction to tourists. Since the 1890s, with the founding of its *Sunset* magazine, and the issuance of myriad pamphlets and postcards, it had striven to popularize California Missions, and promoted rail travel as the way to visit these picturesque romantic ruins. It saw Mission Revival as the perfect style for its railroad stations, which were the first glimpses travelers saw upon arrival at their California destinations. [15]

By 1915, the Mission Revival style was the most frequently encountered image for California railroad stations. The vernacular style of the Missions lent itself admirably to the design of railroad stations. Its series of architectural elements, such as large plain whitewashed wall surfaces, red tile roofs, arched openings and loggias, low-pitched gable roofs of red tile with projecting eaves, curved pedimented gables, bell towers, and round or quatrefoil windows, when grafted onto a plain commercial building, could immediately evoke a direct association with the romantic Missions. Practically, the style, with its arcaded loggias and widely-overhanging eaves, offered protection for passengers as they traveled to and from the station and the trains. A great advantage was that the style was strictly exterior, leaving the architects to design the interiors to their own taste, which very often included Craftsman details, such as those in the Santa Barbara station. [16]

The Mission Revival tourist hotels in Santa Barbara, The Potter, Arlington, and Neal, were a complement to the train station, extending travelers' experience of the romance of the Missions from the point of arrival in Santa Barbara through their stay in the town. However, these buildings remained for only a few decades before being destroyed by natural disasters. The Potter Hotel burned in 1921, the Arlington Hotel was destroyed in the 1925 earthquake, and the Neal Hotel was damaged in the 1925 earthquake and remodeled in the Spanish Colonial Revival style. As a result, the Southern Pacific train station is the sole remaining commercial building in the Mission Revival style in Santa Barbara.

**Endnotes**

[1] Preservation Planning Associates. Southern Pacific Passenger Depot. Restoration Report. 1986.

[2] John Signor, personal communication, September 2005; Preservation Planning Associates, 1994, p.14; Santa Barbara Morning Press files).

[3] Bookspan, 1982, pp. 164-6.

[4] San Buenaventura Research Associates. "25 E. Mason Street, Santa Barbara – Section 106 Report." 2000.

[5] Cole, 1999, p.11.

[6] Signor, personal communication, September 2005.

[7] Myrick, David. Montecito and Santa Barbara. Glendale: Trans-Anglo Books, Vol. I, From Farms to Estates, 1987, p. 98.

[8] Cole, 1999, p.15.

[9] Preservation Planning Associates. "Phase 1 Cultural Resources Study, Historic Resources, 122 Helena Street, Santa Barbara, California." 2000, p.1.

[10] Cole, 1999, p. 14.

[11] Weitze, Karen J. California's Mission Revival. Los Angeles: Hennessey and Ingalls, 1984, p.132.

[12] Gebhard, David. "Architectural Imagery. The Mission and California." Harvard Architectural Review (Spring 1980), pp.138-39; Weitze, 1984, p. 15.

[13] Weitze, 1984, p.64.

[14] Cleek, Patricia Gardner. "Francis W. Wilson, Architect." Noticias XXXI, No. 3 (Fall 1985), pp.41-50.

[15] Signor, 1994, pp. 22, 54; Weitze, 1984, p. 86.

[16] Gebhard, 1980, pp. 137-141.

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**Major Bibliographic References (continued)**

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_____. "Phase 1 Cultural Resources Study, Historic Resources, 122 Helena Street, Santa Barbara, California." Unpublished manuscript prepared for Bill Davis, 2000. Copy located in Preservation Planning Associates archives, Santa Barbara.

_____. "Historic Structures Report. 25 East Mason Street, Santa Barbara." Unpublished manuscript prepared for Kirk Gradin, 2003.Located in Preservation Planning Associates archives, Santa Barbara.

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**10. Geographical Data (continued)**

**Verbal Boundary Description**

From the point at the northwest corner of the Railway Express building, running east along the north side of said building and the Depot parking lot, thence south along the west side of the Neal Hotel to the northwest corner of Park 2, thence east along the north side of said park to State Street, thence south along the property line to the north edge of the railroad tracks, thence west along said railroad tracks, running south over said railroad tracks at the northeast corner of Park 1, thence west along the south edge of said park to the northeast corner of the intersection of Chapala and Yanonali Streets, thence running north along Chapala Street to the starting point at the Railway Express building.

**Boundary Justification**

The boundary includes the Depot, Railway Express building, and three landscaped parks that have historically been part of the Southern Pacific Train Depot. It also includes modern parking lots which are not historic. All the enclosed property belongs to the City of Santa Barbara Redevelopment Agency.

**Photographs**

All photographs were taken by William B. Dewey in October of 2005. The negatives are in the files of Preservation Planning Associates, 519 Fig Avenue, Santa Barbara, California, 93101.

Photographic information:

1. View of the Railroad Station (1) and the westbound and eastbound tracks, showing arcade, looking northwest.

2. View of the Railroad Station (1) showing the porte cochere at left and the baggage arcade at right, looking southeast.

3. View of the Railroad Station (1) from the tracks, showing Mission Revival arch, looking north.

4. View of the former Railway Express Agency office (2), looking northeast.

**Photographs (continued)**

5. View of the Signalman's building, looking northwest.

6. View of the landscaped park 1 showing lawn, lantana hedges, granite boulders, and palm trees, looking northeast towards Railroad Station (1).

7. View of the landscaped park 2 showing lawn, lantana hedges, granite boulders, and palm trees, looking north towards Neal Hotel.

8. View of the landscaped park 2 from State Street, looking west towards Railroad Station.

9. View of the landscaped park 3 showing lawn, lantana hedges, granite boulders, and palm trees, looking southeast towards the porte cochere of the Railroad Station.

10. View of the adjacent landscaped park showing lawn, granite boulders, and Moreton Bay fig tree, a City of Santa Barbara Landmark planted in 1877, looking northeast.

11. View of the private car spur line, looking east towards the former Railway Express Agency office building.

12. View of the eastern sandstone retaining wall and Mission Creek, looking east towards the Railroad Station (1).

**Sketch Map of the Southern Pacific Train Depot in 1920 Showing Associated Buildings**

**Sketch Map and Key to Photographs**

**List of Contributing Buildings, Sites, Structures**

1. Railroad Station

2. Railway Express Agency office


Santa Barbara
APRIL 27, 1920
JRS
ST MAIN
LINE
MISSION
CHAPALA
ST.
STATE
NEAL HOTEL
MORTEN BAY FIG
PRIVATE CAR SPURS
MONTECITO
EXPRESS
GARDEN
GARDEN
PASSENGER
DEPOT
WATER PLUG
YANONALI
ANACAPA
GRAY
CHANNEL COMM. CO.
ACME
PLANING MILL
WATER TANKS
WATER PLUG
GARDEN
CARMAN
SIGNALMAN
WATER TANKS
MASON
Creek
KIMBERLEY

**Map Reference #: 3**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code**

**Other Listings**
**Review Code** ____ **Reviewer** _____ **Date** _____

**Page** 1 **of** 6 **Resource Name or #:** (Assigned by recorder) *134 Chapala Street*

**P1. Other Identifier:** *National Cash Register Building*

**P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** **a. County** *Santa Barbara*

**and (P2b and P2c or P2d. Attach a Location Map as necessary.)**

**b. USGS 7.5' Quad** *Santa Barbara* **Date** *1988* T ; R ; **1/4 of** **1/4 of Sec** ; E

c. Address: *134* *Chapala Street* City *Santa Barbara* Zip *93101*

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

*Property is located within unsectioned Pueblo Lands of Santa Barbara. The Parcel is located at the intersection of the 00 block of West Yanonali and Chapala Streets.* Parcel No. *033-074-001*

**P3. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

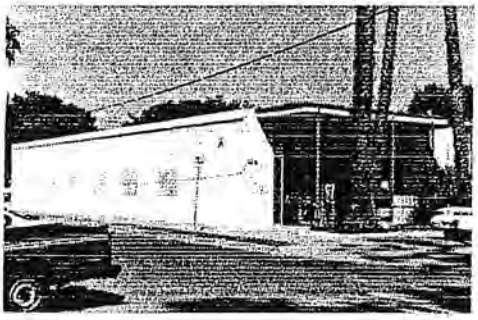
*Louis Mazzetti designed the rectangularly configured one-story concrete block building . It was built as a business office for the National Cash Register Company in 1960. A building permit first issued in October 1959 confirms the March 1960 completion date (Permit # 6280). The masonry building has a flat roof covered in rolled composition asphalt sheeting. Metal framed doors and large floor-to-ceiling plate glass windows take up almost the entire façade (north elevation). A panel of louvered glass is located above the plate glass swivel-hinged entry door.*

*A flat stucco clad portico roof extends beyond the façade's wall line . Four slender metal posts support the portico roof. Two asymmetrically aligned windows at the southwest end break the solidity of the masonry wall at the rear of the building (south elevation) and a metal-framed glass hinged door does the same at the east end. A fixed glass paned sidelight abuts this elevation's glass-hinged door. A truncated cantilevered stucco roof shelters the exit door.*

**P3b. Resource Attributes:** (List attributes and codes) *HP6 - 1-3 story Commercial Building*

**P4. Resources Present** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects)



**P5b. Description of Photo:** (View, date, accession #)
*134 Chapala Street, Facade (View toward east). Photo No: 100-7, 9/16/1999*

**P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☒ Historic ☐ Both

*Factual, based on City of Santa Barbara Building Permit.*

**P7. Owner and Address**
*Robert Louis/ Adell Hild, Trustees, P. O. 30427, Santa Barbara, CA 93130*

**P8. Recorded by:** (Name, affiliation, and address)
*Post/Hazeltine Associates, 2607 Orella Street, Santa Barbara, CA 93105*

**P9. Date Recorded:** *12/16/99*

**P10. Survey Type:** (Describe)
*on foot survey*

**P11. Report Citation:** (Cite survey report and other sources, or enter "none")

**Attachments**
☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☒ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☒ Photograph Record

Post/Hazeltine Associates 1999: *Phase I/II Architectural Resource Report for the Mission Creek Flood Control Project.* pp,70-72.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #**
**HRI #**



**NRHP Status Code**

**Resource Name or #:** (Assigned by recorder) *134 Chapala Street*

B1. Historic Name: *National Cash Register Building*
B2. Common Name:
B3. Original Use: *Commercial/Office Building* B4. Present Use: *Day-care Facility*
**B5. Architectural Style:** *Post World War II Corporate Modernism*
**B6. Construction History:** (Construction date, alterations, and date of alterations)

*Since the building at 134 Chapala Street was completed in 1960 it*

**B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date : Original Location:
**B8. Related Features:**

B9a. Architect: *Louis Mazzetti* b. Builder:
**B10. Significance: Theme:** *Post WW II Corporate Modernism* Area: *15,016 square feet*
**Period of Significance:** *1945- 1965* **Property Type:** *HRC - 2/S - D - 3* **Applicable Criteria:** *None*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
*The commercial building potentially meets one criterion under the City guidelines. It does not meet any State or National Register of Historic Places criteria.*

*City criterion e:*

*e) The building at 134 Chapala Street potentially meets criterion e because of its association with post-World War II corporate architecture, a popular style emulated by architects and builders between the years circa 1945 through 1965. This building is a modest interpretation of the Corporate Modernism aesthetic, with its flat planar walls, decorative grilled concrete windows, and wall-to-wall glass façade. It is the best remaining example in the neighborhood area of its type. The building may be eligible for designation as a City Structure of Merit as the best remaining example of this architectural style in the Waterfront Neighborhood.*

B11. Additional Resource Attributes: (List attributes and codes) *HP6 - 1-3 story Commercial*

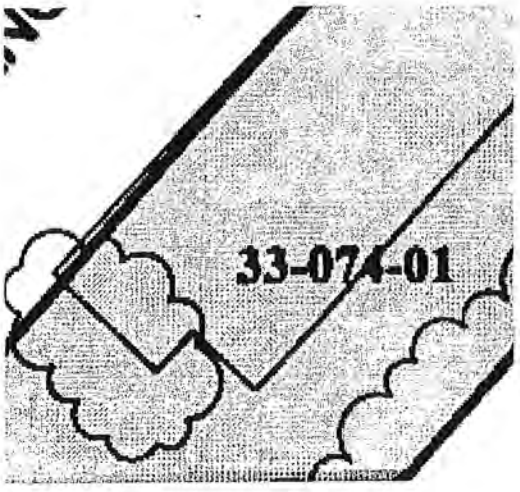
**B12. References:**
*Post/Hazeltine Associates, 1999: Phase I/II Architectural Resources Report for The Mission Creek Flood Control Project, pp. 70 - 72*

B13. Remarks:

**B14. Evaluator:** *Timothy Hazeltine/Pamela Post*
**Date of Evaluation:** *12/16/99*

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 3 **of** 6 **Resource Name or #:** (Assigned by recorder) 134 Chapala Street
**Recorded by:** Timothy Hazeltine/Pamela Post **Date** 12/16/99 ☒ Continuation ☐ Update

***P2e Other Locational Data***

*The parcel fronts on the northeast bank of Mission Creek.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 4 **of** 6 **Resource Name or #:** (Assigned by recorder) 134 Chapala Street
**Recorded by:** Timothy Hazeltine/Pamela Post **Date** 12/16/99 ☒ Continuation ☐ Update

***P3. Description***

*The building's very reductive ornamentation is limited to its west elevation where six concrete panels of decorative concrete grillwork are evenly spaced along the length of what is otherwise an unadorned wall. The east elevation's concrete block façade is relieved by the insertion of three slider windows at the south end and three at the north end of the building. Two small windows are located near the roofline at approximately midpoint in the wall.*

*The National Cash Register Company occupied the building until 1986. Since that time, a number of interior modifications have been undertaken after its transition from a business facility to a day care center, beginning in 1987. The exterior of the building appears to ha remained essentially intact, however. There are no building permits to indicate any alterations or modifications to the exterior of the building.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 5 **of** 6 **Resource Name or #:** (Assigned by recorder) 134 Chapala Street
**Recorded by:** Timothy Hazeltine/Pamela Post **Date** 12/16/99 ☒ Continuation ☐ Update

***B6 Construction and Property History***

*has housed two types of businesses, a business and sales office for the National Cash Register Company (1960-1986) and a day care facility (1987-to present). Since its beginnings in the late Nineteenth century, the National Cash Register Company has grown to be one of the largest manufactures and retailers of retail office equipment in the United States. The building at 134 Chapala Street functioned as the Company's Santa Barbara office for over twenty years. This building is one of the few examples in the Waterfront Neighborhood of postwar corporate-modernism, an architectural style that dominated American commercial architecture between roughly 1945 and 1965.*

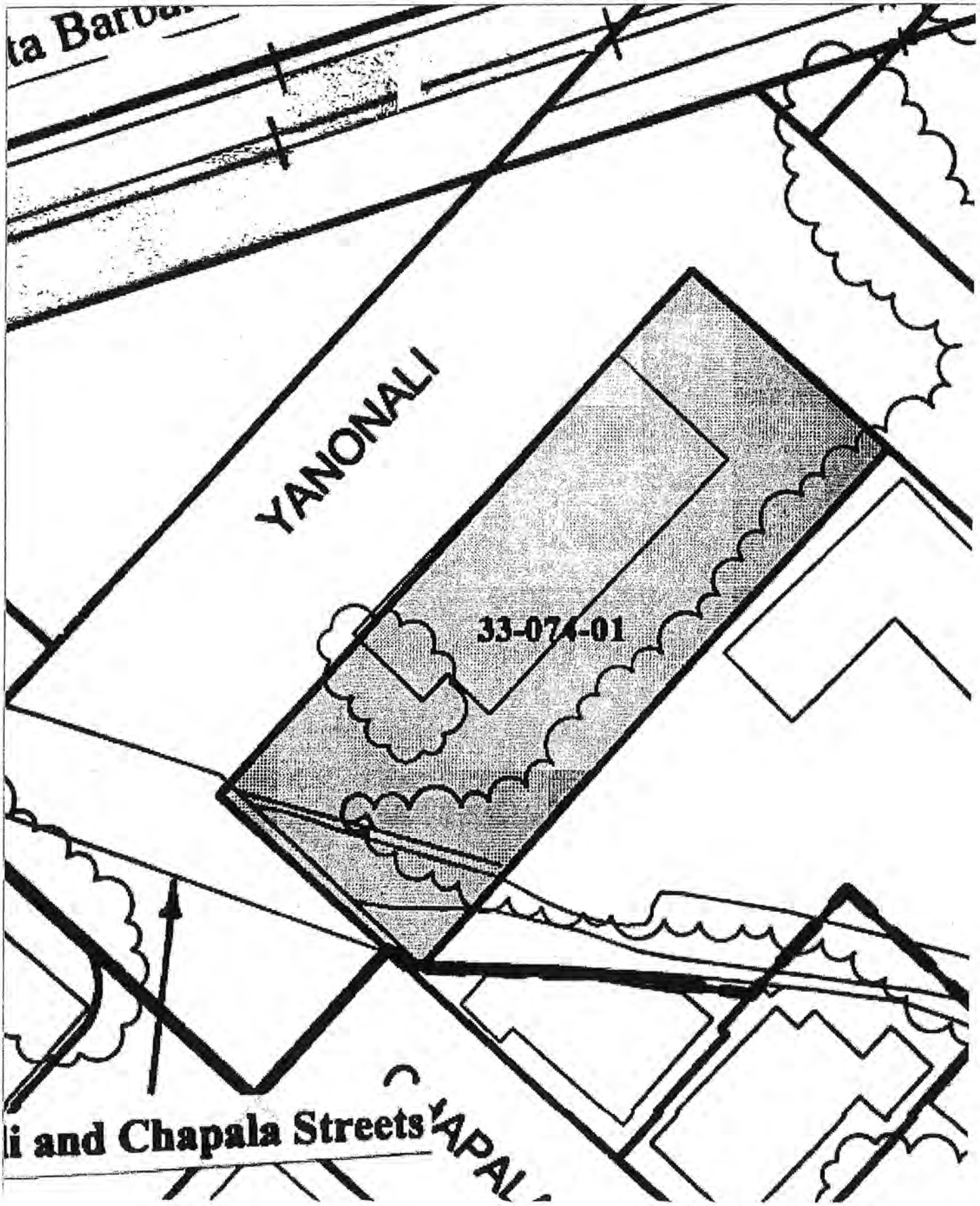
Map Reference #: 3

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**SKETCH MAP**

Primary #
HRI #
Trinomial

Page 6 Resource Name or # (Assigned by recorder) *134 Chapala Street*

*Drawn By: *City of Santa Barbara Community Development* *Date: *7/22/99*



**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
# PRIMARY RECORD

**Primary #**
**HRI #**
**Trinomial**
**NRHP Status Code** 6Z

Other Listings
Review Code | Reviewer | Date

 **Resource Name or #:** Funke Property **Map Reference #:** 4

**P1. Other Identifier:**

*__P2. Location: a. County:__ Santa Barbara ☐ **Not for Publication** ☒ **Unrestricted**
**b. USGS 7.5′ Quad:** Santa Barbara, CA **Date** 1952, Photorevised 1988 **T** 4N, **R** 27W; Unsectioned
**c. Address:** 135 Kimberly Avenue, Santa Barbara, CA 93101
**d. UTM:** NAD , Zone ; **mE / mN**
**e. Other Locational Data:** APN # 033-074-021

***P3a. Description:** The wood constructed building rests on a raised concrete wall foundation with an L-plan footprint. The walls are clad with lapped wood boards. The 65x26 two-story gymnasium building has a medium-pitched side-gable roof punctuated by three skylights in the east roof slope. The 64x25 ell has a dropped side-gable roof that is attached to the west and north facades of the gymnasium. The east end of the roof wraps around the north facade exposing only the northern slope with an additional shed roof on the eastern cap. The entire roof is covered with composition shingles and the eaves are exposed. Exposed beams on the gable ends add a traditional Craftsman detail. Fenestration includes pairs of four-light awning windows under the east and west eaves and pairs of 1/1 wood casement windows in the gable peaks of the gymnasium. Both the east and west facades also have two columns of multi-light, full-height fixed windows with wide wood sashes. The west fixed window has a wood panel pedestrian door with three lights in the upper panel tucked into the columns of lights (continued on page 2).

***P3b. Resource Attributes:** HP3 Multiple family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph**


**P5b. Description of Photo:** View looking south at north and east facades.

***P6. Date Constructed/Age and Sources:**
1924 City Building Permit Log
☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
Alex Funke
1718 SE Mulberry Street
Portland, OR 97214

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** June 10, 2010

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
**Describe:**

***P11. Report Citation:** Morlet, Aubrie
2010 *Historical Resources Evaluation Report, Replacement of the Mason Street Bridge over Mission Creek (51C0287), City of Santa Barbara, Santa Barbara County, California, BRLO-5007(04).* Applied EarthWorks, Inc., Fresno, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

***Attachments:**
☐ NONE ☐ Location Map ☐ Site/Sketch Map ☒ Continuation Sheet
☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other (list):

***P3a. Description (continued):** The fixed lights appear to be much smaller on the east facade. A wood framed screen door is attached to the frame. A second wood panel door with additional fixed lights on the side is located on the northern end of the west facade near the residential ell. This door is also protected by a wood framed screen door. Fenestration on the south facade of the ell includes a single 4/4 wood sliding window, two steel casement windows with fixed lights in the center, a pair of 1/1 wood framed sliding doors, and a single wood panel with lights in the upper panel. A wood arbor attached to the south and west facades has a tree growing through the center. A wide plaster-clad chimney base is attached to the south facade of the ell with a smaller rectangular chimney piercing the roof slope. The top 2 feet of the chimney is recessed with metal hood atop. Fenestration on the west facade of the ell is only two steel casement windows with fixed lights in the center.

The north facade of the ell appears to be the main entrance for two of the three apartments. Two areas of the roof are extended and supported by wood knee braces over the front doors. The westernmost door is wood panel with a fixed light in the upper panel and a wood-framed screen door. The easternmost entrance is a pair of wood doors with lights in the upper panels. The entrances are separated by a simple wood lattice panel attached to the north facade. Windows on the north facade include wood sash windows, two square steel casement windows with a fixed light in the center, and a glass louvered window. A metal pipe clothes line is north of the ell on the western end. Landscaping is considerable on this property. Many varieties of mature trees and shrubs line the north and west property lines and are scattered throughout the backyard area. The ground is covered with square red tiles, irregular shaped slate, and small pebbles, depending on the area. Each entrance has a one-step concrete stoop. Various areas of the backyard display flowering plants and ground cover.

Along Kimberly Street is a square, 2-foot vertical sandstone hitching post. The eye hook usually located in the center of the top is missing. Each of the four sides is rough material with the vertices and octagon top smoothed out in relief.

**P5c. Description of Photo:** View looking north at the south facade of the residence and west facade of the gymnasium.

**P5d. Description of Photo:** View looking north at the south facade of the residence.

**P5e. Description of Photo:** View looking east at north facade of the residence.

**P5f. Description of Photo:** View looking southeast at hitching post located on the eastern property boundary.

**B1. Historic Name:** Santa Barbara Gymnasium

**B2. Common Name:** None

**B3. Original Use:** Gymnasium/Residential **B4. Present Use:** Multiple family residential

***B5. Architectural Style:** Craftsman

***B6. Construction History (construction date, alterations, and dates of alterations):** According the City Public Works Building Permit Log, a permit was issued to construct the gym and residential building on October 29, 1923. During the 1950s, the interior of the ell was remodeled to better accommodate residential use. The ten showers, basketball markings on the floor, and hooks on the walls for volleyball nets were removed. The gymnasium portion of the building is now used for residential purposes and interior changes have occurred, including what appears to be the addition of lofts in the north and south gable ends. The exterior appears mostly unaltered except for the multiple light vertical fixed windows located on both the east and west facades and an added pair of doors on the north facade. The date of the changes is unknown, but in the case of the window it is present in the 1978 photograph taken for the city's Architectural and Historic Resources Survey. The hitching post appears to have been broken and glued back together.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** A single sandstone hitching post is located on the parcel boundary along Kimberly Avenue. The feature is not associated with the existing building but is a remnant from an unknown development prior to 1892.

**B9. a. Architect:** Unknown **b. Builder:** Edward Mae

***B10. Significance:** Theme: n/a Area: n/a
Period of Significance: n/a Property Type: n/a Applicable Criteria: n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During the late 19th and early 20th century, the West Beach area in Santa Barbara had become a destination for tourists desiring to escape the cold of winter. Hotels and rental houses developed in the West Beach area to accommodate the travelers' needs. In addition, places of recreation sprang up along Cabrillo Boulevard to further entertain visitors. Between 1907 and 1930, new recreational development in the area included a dance hall, roller skating rink, 10 lunch stands, three restaurants, a dance pavilion, and the newly rebuilt Los Banos Del Mar with heated plunge bath. The park at Castillo and W. Mason was expanded, the Edison Electric Company Powerhouse was removed, and the park was renamed Pershing Park Athletic Field. The breakwater built behind the Los Banos Del Mar included a concrete promenade with concrete benches, cast iron hand rails, and lamp posts. After years of improvements, the West Beach along Castillo Boulevard developed into a successful recreational area attracting both visitors and residents.

The subject building was constructed by Eric Erickson in 1924 as a gymnasium with living space and shower/locker room in the ell. According to the current owner, Alex Funke, Eric Erickson was a master of foil, epee, and saber. In addition to teaching at the gym, Erickson was a master of the sword and trained actors in the sport at Hollywood studios. He retired in 1940 and sold the property to past fencing students of his, Alex and Frances Funke (continued on page 6).


**This space reserved for official comments.**

***B10. Significance (continued):** The Funke family resided in the building from 1940 to 1973. Alex and Frances Funke have two sons, Alex and Erik that grew up in the house and continue to manage the property today. Frances Funke was a decorative artist who also managed the Santa Barbara Art Museum's annual Treasure Sale. Alex Funke was a painting specialist and decorator. Based on information received from the family, Alex Funke was the supervising inspector of all painting on the Bay Bridge during its construction from 1933–1936. After moving to Santa Barbara, he applied his skills, which included color matching, restoring antique finishes, and dyeing and bleaching wood, for many of the community's residents. Alex Funke is credited with working on the surface and painting restoration of the Santa Barbara Mission, the Lobero Theater, and Hearst Castle in San Simeon. Alex Funke served as the chairman of the Santa Barbara Architectural Board of Review for a number of years and is credited with the creation of "Santa Barbara Blue" a color used often in building designs of the time.

The subject building was originally constructed as a gymnasium for recreational purposes. It is possible that tourists may have used the facility, but considering its location on the edge of the waterfront area it is more likely that the gym was frequented by city residents. As the building does not appear to be directly associated with the recreational and tourism growth of the West Beach area, the build is not significant under Criterion A. Although the building does appear to be associated with an individual important to the architectural development and preservation of Santa Barbara, the building alone does not have the ability to convey the significance of Alex Funke and his contributions to the community. Rather, the Bay Bridge, Santa Barbara Mission, and Lobero Theater better represent his work. Therefore, the building is not the best representation of this locally significant person (Criterion B). The building is a simple example of the Craftsman style, of which there are many in Santa Barbara. The property therefore does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Criterion D does not apply. Thus, the property is not eligible for listing on the National Register and is not a historical resource for the purpose of CEQA.

**B11. Additional Resource Attributes (list attributes and codes):**

***B12. References:** Santa Barbara County Assessor; City of Santa Barbara Public Works Building Permit Log.

**B13. Remarks:**

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

**Date of Evaluation:** June 2010

**Map Reference #: 5**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**PRIMARY RECORD**

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code**

**Other Listings**
**Review Code** ____ **Reviewer** _____ **Date** _____

**Page** 1 **of** 6 **Resource Name or #:** (Assigned by recorder) *120 Chapala Street*

**P1. Other Identifier:** *Hollander Building*

**P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** **a. County** *Santa Barbara*

**and (P2b and P2c or P2d. Attach a Location Map as necessary.)**

**b. USGS 7.5' Quad** *Santa Barbara* **Date** *1988* **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **E**

c. Address: *120* *Chapala Street* City *Santa Barbara* Zip *93101*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

*Parcel is located in unsectioned Pueblo Land of Santa Barbara. The Parcel is located at the south end of the Chapala Street Bridge that crosses Mission Creek.* Parcel No. *033-074-012*

**P3. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

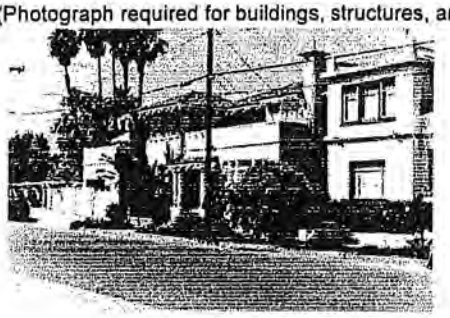
*This two-story stucco house was built circa 1913-14 and combines elements of both the Italian Renaissance Revival and Mission Revival Styles. Mission Revival elements include exposed rafter tails, asymmetrically aligned tower and wide overhanging eaves. Italian Renaissance Revival elements include the tile clad hipped roof and decorative elements such as the façade's wood shutters. building permit issued by the City for the above address on April 10, 1913 for a $5,000 residence would seem to confirm the circa 1913-1914 building date (Building Permit Log, April 10, 1913). In addition, the City Directory lists 1914 as the first year of occupatior for 120 Chapala Street.*

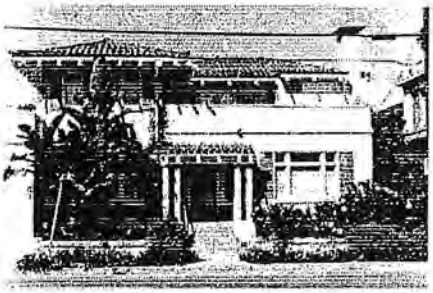
*The footprint of the house takes up almost the entire square footage of the pie-shaped lot. Its rear (north) elevation is canted to accommodate the angle of the Mission Creek bank. The façade (south elevation) which is the long side of the house has a small projection at the southwest corner. The asymmetrical ground plan with its several recessions and projections is typical of Mission Revival style houses, as are the deep overhanging eaves, terracotta tiled hipped roof,*

**P3b. Resource Attributes:** (List attributes and codes) *HP6 - 1-3 story Commercial Building* *HP2 - Single Family Property*

**P4. Resources Present** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects)





Figures 41 and 42
Façade
120 Street

**P5b. Description of Photo:** (View, date, accession #)
*120 Chapala Street (View toward east). Photo No: 1-6, 9/15/1999*

**P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☒ Historic ☐ Both

*Factual, based on City of Santa Barbara Building Permit*

**P7. Owner and Address**
*Gail P. Obrian, Trustee, PO 626, Santa Barbara, CA 93102*

**P8. Recorded by:** (Name, affiliation, and address)
*Post/Hazeltine Associates, 2607 Orella Street, Santa Barbara, CA 93105*

**P9. Date Recorded:** *12/16/99*

**P10. Survey Type:** (Describe)
*On foot survey*

**P11. Report Citation:** (Cite survey report and other sources, or enter "none")

**Attachments** ☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☒ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☒ Photograph Record

Post/Hazeltine Associates 1999: *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project.* pp. 64-70.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# BUILDING, STRUCTURE, AND OBJECT RECORD

**Primary #**
**HRI #**



**NRHP Status Code**

**Resource Name or #:** (Assigned by recorder) *120 Chapala Street*

B1. Historic Name: *Hollander Building*
B2. Common Name:
B3. Original Use: *Commercial/Retail* B4. Present Use: *single family dwelling*
**B5. Architectural Style:** *Synthesis of Italian Renaissance Revival and Mission Revival Styles.*
**B6. Construction History:** (Construction date, alterations, and date of alterations)
*No buildings or improvements at 120 Chapala Street are depicted on the 1853 Wackenreuder, 1852, 1870 or 1878 U. S. Coast Survey,*

**B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date : Original Location:
**B8. Related Features:** *The adjoining building, 118 Chapala Street also functioned as a store for L. P. Hollander.*

B9a. Architect: *Unknown* b. Builder: *Unknown*
**B10. Significance: Theme:** *Early Twentieth Century commercial* Area: *2566 square feet*
**Period of Significance:** *1911-1930* **Property Type:** *R-4/S-D-3* **Applicable Criteria:** *c*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

*The building meets one or more criteria under City, State or National Guidelines.*
*City Criteria: a, d, e, g, h and i:*

*a) Like 118 Chapala Street, 120 Chapala Street played a significant role in the heritage of the City due to its early association with the Potter Hotel. At that time, it served as a woman's apparel store, L. P. Hollander and Company. As a woman's apparel store, L. P. Hollander and Company catered to the socially prominent guests that frequented the Potter Hotel on extended holidays in the early Twentieth century.*

*d) 120 Chapala Street is an important example of a fusion of two of the prevailing architectural styles in California, the Mission Revival movement and the Italian Renaissance Revival, both of which were particularly popular in Santa Barbara at the-turn-of-the-century. The Mission Revival Style, which drew its inspiration from the Spanish Colonial Missions, was an especially popular scheme in early Twentieth century California.*

B11. Additional Resource Attributes: (List attributes and codes) *HP6 - 1-3 story Commercial* *HP2 - Single Family Property*

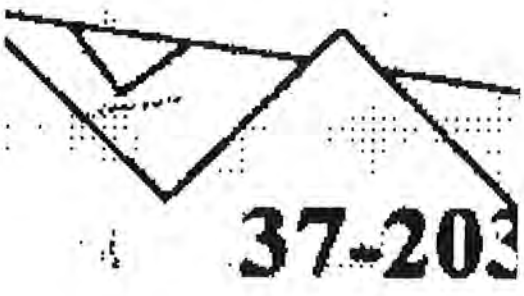
**B12. References:**
Post/Hazeltine Associates 1999: *Phase I/II Architectural Resources Report for the Mission Creek Flood Control Project.* p. 64-70.

B13. Remarks:

**B14. Evaluator:** *Timothy Hazeltine*
**Date of Evaluation:** *12/16/99*

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 3 **of** 6 **Resource Name or #:** (Assigned by recorder) 120 Chapala Street
**Recorded by:** Timothy Hazeltine **Date** 12/16/99 ☒ Continuation ☐ Update

***P3. Description***

*and projecting roof rafters. The main body of the house is recessed behind a second story balcony with a solid parapet that in turn abuts a tower shielded by a low-pitched terracotta tiled hipped roof. A secondary walled balcony is located above the projecting garage wing at the southwest end of the house.*

*The fenestration is composed of variously sized wood frame windows centrally arranged in the wall areas. The second story windows are decorated with leaded glass. Shutters, typically found in Italian Revival houses, embellish most of the ground floor windows and the windows of the second story tower. The elevated porch is covered in terracotta flooring; a terra cotta tiled shed roof with exposed rafter tails shields the recessed porch. A stucco-clad chimney prominently projects above the roofline on the east side of the house.*

*The house has been renovated and modified within the last ten years. An attached single-car garage, built in 1991, replaced a detached single-car garage (Permit Application: 6/28/91). Other modifications and alterations include the terracotta paving, a wood deck and a six-foot high masonry wall separating the property's northern boundary wall from the Mission Creek channel. Both the decking and the wall were added in 1991 (no permit number).*

***B6 Construction and Property History***

*or the 1888 Birdseye Maps. The parcel is depicted on the 1853 Wackenreuder as marshy ground adjacent to the banks of Mission Creek. The first occupant, L. P. Hollander and Company, a ladies furnishings store, had previously been located at 118 Chapala Street. The dress shop occupied the building from 1914 until 1918 (City Directories 1914-1918). Much like the adjoining properties at 114 (the Gledhill Studio) and 118 Chapala Street, 120 Chapala Street was occupied by artists or individuals connected with the Potter Hotel between the years 1914 and 1921. During this period, the occupants included: Frederic Junior (manager of the Ambassador Hotel Art Gallery (1920-1921) and Mrs. A. G. Whitehall, artist (1923) (City Directories 1914-1923).*

*After 1923, the building at 120 Chapala Street housed a more diverse range of occupants: Charles Wyant, chef (1926-1928); and Hugh Gill, watchmaker (1930-1933 and 1935-1942). Hugh Gill lived at 118 Chapala Street earlier, between 1927-1929. For the next ten yea between 1948 to 1958, either or both, G.G. or Bertha Parshall, owners, lived at the property. They were succeeded in turn by Helmut Bonheim (1959-62) and John Gill, (1961-1984) (Gill was one of the original Board Members of the Santa Barbara Historical Society) (Ci Directories 1926-1991; 1999). Unlike most of the properties in the study area, 120 Chapala Street has been owner-occupied for much c existence. Like many of the properties in the Waterfront Neighborhood, 120 Chapala Street has been primarily occupied by non-Hispan surnamed individuals since its construction in 1914.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 5 **of** 6 **Resource Name or #:** (Assigned by recorder) 120 Chapala Street
**Recorded by:** Timothy Hazeltine **Date** 12/16/99 ☒ Continuation ☐ Update

***B10. Significance***

*e) Though it is now a single-family residence 120 Chapala Street represents one of the few surviving examples in the Waterfront Neighborhood of what was initially intended as high-styled commercial architecture.*

*g) 120 Chapala Street is an outstanding example of attention to design, detail and craftsmanship. Its asymmetrically aligned tower with nicely detailed exposed rafter tails, leaded glass windows and traditional C-shaped Mission style tiles indicate that the architect was well aware of the nuances of the Mission Revival and Italian Revival styles. The balance between the two schemes, its massing, design and integrity of material make this an important example of period revival eclecticism.*

*h) The building at 120 Chapala Street is one of a group of buildings that extend along the east side of Chapala Street from the train station to the corner of Mason Street. These buildings form a unique and essentially intact assemblage of early Twentieth century buildings in the Waterfront Neighborhood study area. The loss of 120 Chapala Street would adversely impact the historic, architectural and cultural integrity of this assemblage. This is especially significant in regard to 118 and 120 Chapala Street since they were directly associated with the Potter Hotel, both serving as retail stores for L. P. Hollander and Company.*

*i) 120 Chapala Street is one of a group of buildings that extend along the east side of Chapala Street from the train station to the corner of Mason Street. These buildings form a unique and essentially intact assemblage of buildings that have existed since the early Twentieth century in the Waterfront Neighborhood study area. The loss of 120 Chapala Street would adversely impact the historic, architectural and cultural integrity of this assemblage.*

*In the professional opinion of Post/Hazeltine Associates, the house at 120 Chapala Street qualifies as a City Landmark because of its architectural significance as an important example of eclectic period revival architecture that combines elements of both Mission and Italian Renaissance Revival styles. It is historically significance because of its association, as a retail store serving the clientele of the Potter Hotel, with early Twentieth century commercial development in the Waterfront Neighborhood. It also represents one of five buildings along the eastern side of the 100 block of Chapala Street that created an assemblage of structures associated with the early 20th century development of the Waterfront Neighborhood.*

*State criteria: 3c*

*3c) 120 Chapala Street is an important example of an eclectic Period Revival architecture from the early Twentieth century. Please see the above explanation for establishing State*
*significance as noted in City criteria d, e, and i.*

*National Register of Historic Places Criterion c:*

*c) 120 Chapala Street meets criterion c of the National Register of Historic Places. Please see the above explanation for establishing National Register of Historic Places significance as noted under City criterion d.*

Map Reference #: 5

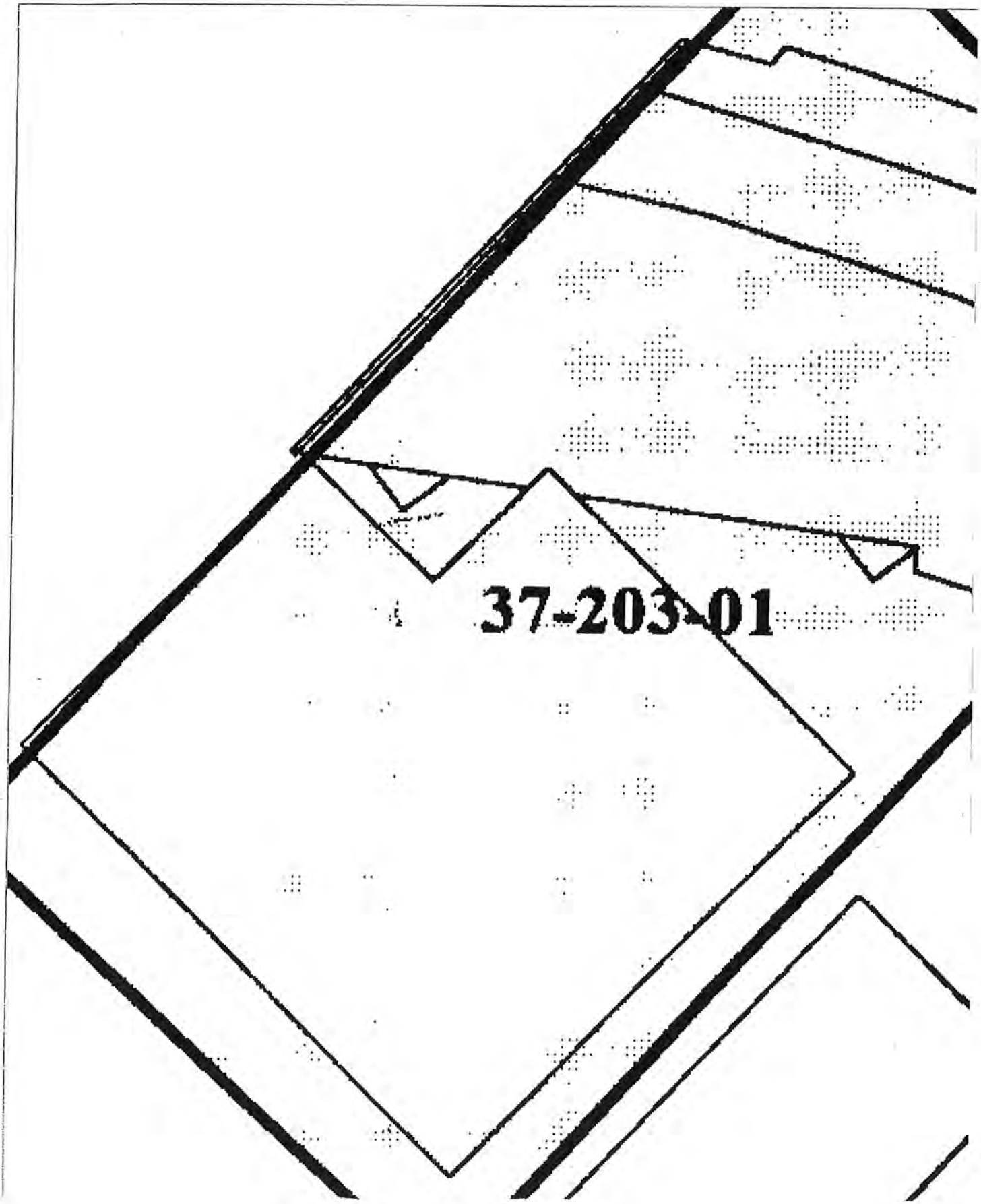
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

**SKETCH MAP**

Primary #
HRI #
Trinomial

Page 6 Resource Name or # (Assigned by recorder) *120 Chapala Street*

*Drawn By: *City of Santa Community Development Department* *Date: *7/22/99*



**Map Reference #: 8**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**PRIMARY RECORD**

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code**

**Other Listings**
**Review Code** _____ **Reviewer** _____ **Date** _____

**Page** 1 **of** 6 **Resource Name or #:** (Assigned by recorder) *Mission Creek Sandstone Revetment*

**P1. Other Identifier:**

**P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** **a. County** *Santa Barbara*

**and (P2b and P2c or P2d. Attach a Location Map as necessary.)**

**b. USGS 7.5' Quad** *Santa Barbara* **Date** *1988* **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **E**

c. Address: City *Santa Barbara* Zip *93101*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

*Revetment extends approximaately 500 feet from steel pony truss bridge at Chapala and Yanonali Streets to where Mission Creek crosses Montecito Street* Parcel No. *N. A.*

**P3. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

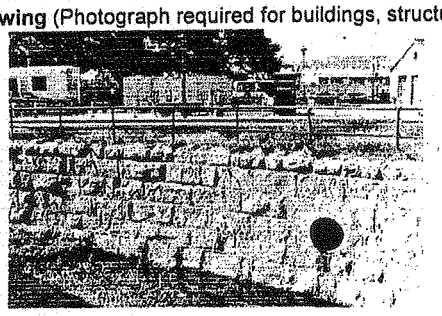
*Built in 1905, the Mission Creek Diversion is constructed of at least five courses of massive sandstone cut in coursed quarry-faced ashlar and capped by a sandstone copping. A two-inch pipe double-bar metal railing extends along the top of the copping along the southern bank of the creek. The floor of the forty-foot wide creek diversion is lined with concrete. The diversion extends approximately five hundred feet from the steel pony truss bridge to where Mission Creek crosses Montecito Street. It has undergone few, if any, modifications since its construction in 1905. Isolated fragments of revetment exist between the pony truss bridge and the Mason Street bridge. It is unclear as to whether or not this portion of the revetment was built at the same time as the Mission Creek Diversion.*

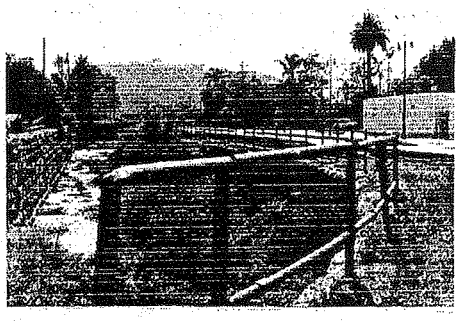
*The first decade of the Twentieth century was a period of expanding civic and commercial growth in Santa Barbara. In 1905, Southern Pacific Railroad Company undertook an extensive program of improvements that included the construction of the present-day depot (designed by architect Francis W. Wilson and built by Carl Leonardt), and its ancillary structures.*

**P3b. Resource Attributes:** (List attributes and codes) *HP46 - Wall/gate/fence*

**P4. Resources Present** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects)





P5b. Description of Photo: (View, date, accession #)
*Mission Creek revetment with detail of metal railing (View toward west). Photo No: 100-10, 9/16/1999*

**P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☒ Historic ☐ Both

*Factual: Preservation Planning Associates 1994: pp 1 - 12.*

**P7. Owner and Address**
*City of Santa Barbara*

**P8. Recorded by:** (Name, affiliation, and address)
*Post/Hazeltine Associates, 2607 Orella Street, Santa Barbara, CA 93105*

**P9. Date Recorded:** *12/17/99*

**P10. Survey Type:** (Describe)
*On foot survey*

**P11. Report Citation:** (Cite survey report and other sources, or enter "none")

**Attachments** ☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☒ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

*Post/Hazeltine Associates 1999: Phse I/II Architectural Assessment for the Mission Creek Flood Control Project, p. 76-80.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #**
**HRI #**



**NRHP Status Code**

**Resource Name or #:** (Assigned by recorder) *Mission Creek Sandstone Revetment*

B1. Historic Name:
B2. Common Name: *Mission Creek Sandstone Revetment*
B3. Original Use: *wall for creek diversion* B4. Present Use: *wall for creek diversion*
**B5. Architectural Style:**
**B6. Construction History:** (Construction date, alterations, and date of alterations)
*The first decade of the Twentieth century was a period of expanding*

**B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date : Original Location:
**B8. Related Features:**

B9a. Architect: b. Builder:
**B10. Significance: Theme:** *Early Twentieth Century Engineering* Area:
**Period of Significance:** *1905-1930* **Property Type:** **Applicable Criteria:** *c*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
*The Mission Creek Diversion meets one or more criteria under City, State and National Register of Historic Places guidelines.*

*City criteria: a, d, e, g, h, and i*

*a) The importance of the diversion to the heritage of the City, State and Nation has been recognized by previous historical studies It is within the National Register of Historic Places nomination boundary for the Santa Barbara Railroad Depot (Atkinson, 1980 and Preservation Planning Associates, 1994: 11-12). The depot building is also a City of Santa Barbara Landmark. This diversion is the earliest and largest stone structure in the Waterfront Neighborhood study area.*

*d) The diversion is an important example of early Twentieth century engineering and construction in Santa Barbara. It was during this period that Santa Barbara experienced an upsurge in civic improvement projects including the construction of bridges sidewalks, streets and sewers. Many of these projects, including this diversion, incorporated sandstone masonry. It was also during this time that Santa Barbara developed its reputation for producing exemplary examples of masonry construction.*

*e) The sandstone diversion is the finest example of its type in the lower Waterfront Neighborhood study area. No other examples of its age, construction or significance (as an integral component of the Santa Barbara Depot complex) exist in the*

B11. Additional Resource Attributes: (List attributes and codes) *HP46 - Wall/gate/fence*

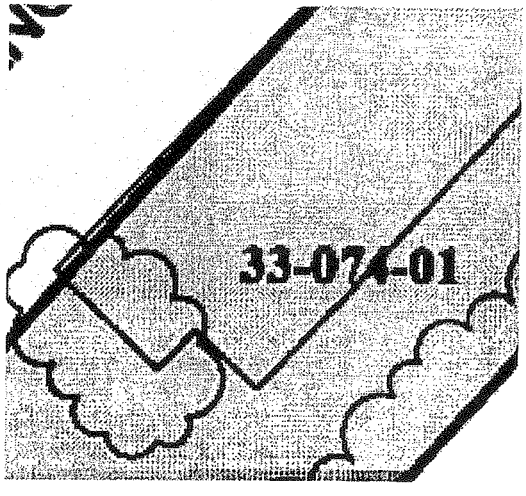
**B12. References:**
*Post/Hazeltine Associates, 1999: Phase I/II Architectural Assessment for the Mission Creek Flood Control Project, p. 76-80.*

B13. Remarks:

**B14. Evaluator:** *Pamela Post*
**Date of Evaluation:** *12/17/99*

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 3 **of** 6 **Resource Name or #:** (Assigned by recorder) Mission Creek Sandstone Revetment
**Recorded by:** Pamela Post **Date** 12/17/99 ☒ Continuation ☐ Update

***P3. Description***

*and the creek diversion (Preservation Planning Associates 1994: 1-12).*

*The construction of a new, grander depot, built to replace a smaller depot originally located at Victoria Street, followed within a few years of the construction of the near-by luxurious Potter Hotel. Both the building of the Railway Depot and the Potter Hotel signaled the beginning of a new era for Santa Barbara and helped to enhance the commercial vitality of the city as well as facilitate the transformation of the waterfront into the tourist-related enclave that exists today.*

*The Mission Creek Diversion has been previously determined to be a contributing element to the Railroad Depot, a property on the National Register of Historic Places of and a City Landmark (Preservation Planning Associates, 1994: 11-12).*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

 **Resource Name or #:** (Assigned by recorder) Mission Creek Sandstone Revetment

**Recorded by:** Pamela Post **Date** 12/17/99 ☐ Continuation ☐ Update

***B6 Construction and Property History***

*civic and commercial growth in Santa Barbara. In 1905, Southern Pacific Railroad Company undertook an extensive program of improvements that included the construction of the present-day depot (designed by the noted architect Francis W. Wilson and built by C Leonardt), its ancillary structures and the creek diversion (Preservation Planning Associates 1994: 1-12).*

*The construction of a new, grander depot, built to replace a smaller depot originally located at Victoria Street, followed within a few year of the construction of the near-by luxurious Potter Hotel. Both the building of the Railway Depot and the Potter Hotel signaled the beginning of a new era for Santa Barbara and helped to enhance the commercial vitality of the city as well as facilitate the transformatior of the waterfront into the tourist-related enclave that exists today.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**



***B10. Significance***

*of the Santa Barbara Depot complex) exist in the waterfront area).*

*g) The sandstone diversion exemplifies one of the finest examples of early Twentieth century stonemasonry in Santa Barbara. The individual sandstone course quarry-faced ashlar blocks are set in linear courses at least five courses in height. The blocks have been finely cut and then set in mortar.*

*h) The Mission Creek Diversion is within the National Register of Historic Places nomination boundary for the Santa Barbara Railroad Depot (Atkinson, 1980 and Preservation Planning Associates, 1994: 11-12). The depot building is also a City of Santa Barbara Landmark. This diversion is the earliest and largest stone structure in the Waterfront Neighborhood study area. The loss of the Mission Creek diversion would adversely impact the historic, architectural and cultural integrity of this designated landmark assemblage.*

*i) The Mission Creek Diversion has been an established and familiar visual feature of the waterfront neighborhood for some 95 years.*

*The Mission Creek Diversion has already been determined to be a contributing element to the Santa Barbara Railroad Depot, a designated Santa Barbara City Landmark.*

*State criteria: 2 and 3c*

*2) This resource has been placed in the National Register of Historic Places and is on the City of Santa Barbara's list of designated landmarks.*

*3c) The Mission Creek diversion represents a significant example of early Twentieth stonemasonry in Santa Barbara. Please see the above explanation for establishing State significance under City criteria c, d, and g.*

*National Register of Historic Places criterion: c*

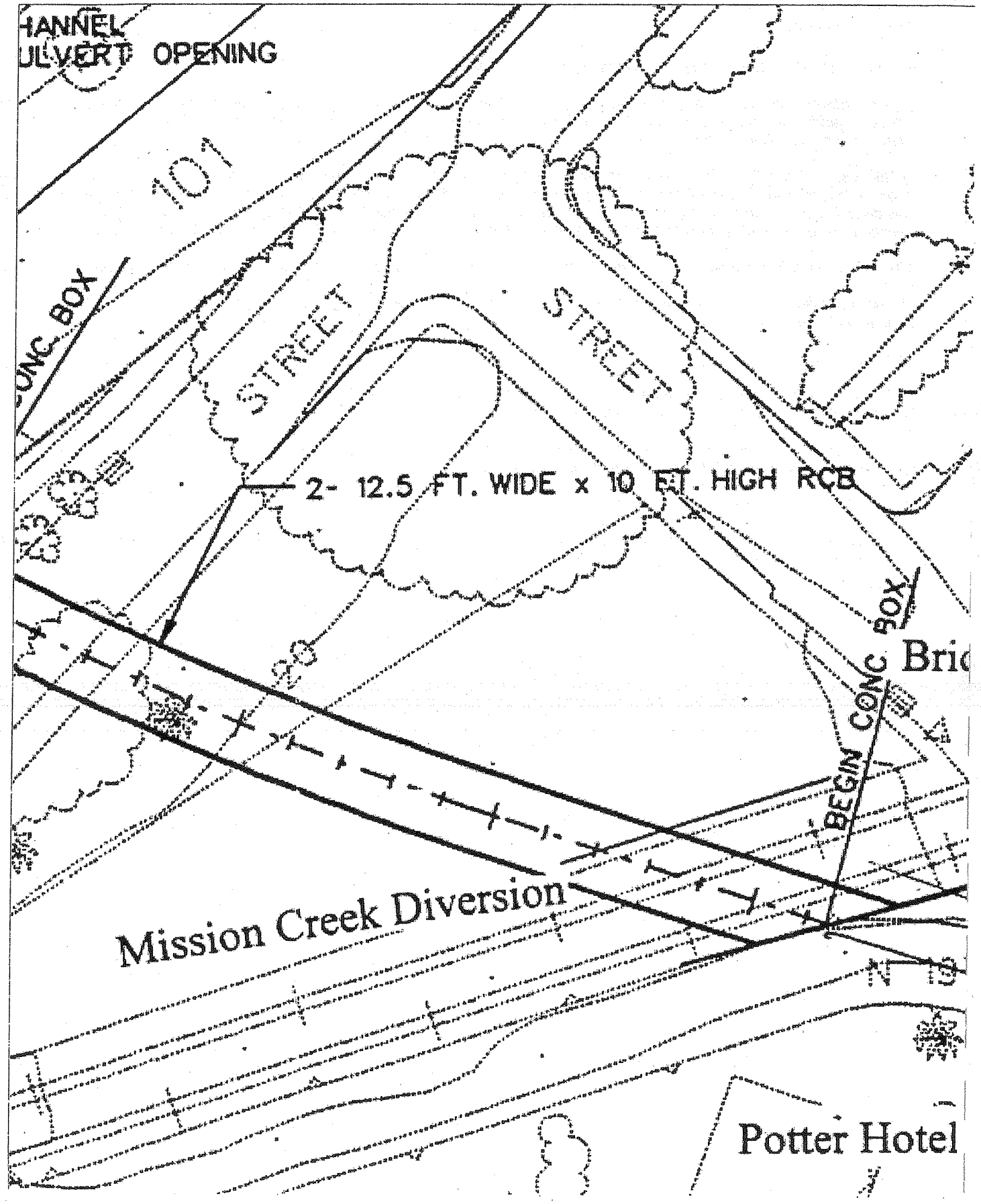
*c) The Mission Creek diversion has already been determined to be a contributing element to the Santa Barbara Depot, a National Register of Historic Places property.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**SKETCH MAP**

**Primary #**
**HRI #**
**Trinomial**

Page 6 Resource Name or # (Assigned by recorder) *Mission Creek Sandstone Revetment*

*Drawn By: *City of Santa Barbara Community Development Department* *Date: *7/22/99*



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**PRIMARY RECORD**

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code**

**Other Listings**
**Review Code** _____ **Reviewer** _____ **Date** _____

**Page** 1 **of** 5 **Resource Name or #:** (Assigned by recorder) *Potter Hotel Footbridge*

**P1. Other Identifier:**

**P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** **a. County** *Santa Barbara*

**and (P2b and P2c or P2d. Attach a Location Map as necessary.)**

**b. USGS 7.5' Quad** *Santa Barbara* **Date** *1988* **T** ; **R** ; **1/4 of** **1/4 of Sec** ; E

c. Address: City *Santa Barbara* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

*crosses Mission Creek between Santa Barbara Depot and the non-extant Potter Hotel*

Parcel No. *N. A.*

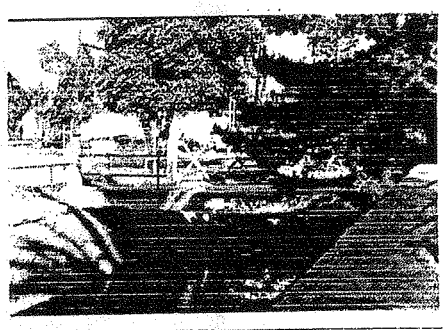
**P3. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

*This footbridge spans Mission Creek just above the north end of the steel pony truss bridge on Chapala Street. The footbridge is comprised of a single span of concrete flanked at either end by concrete pillars (once supporting lamps). All of the pillars are supported by the creek's sandstone revetment. The bridge's simple railing is composed of lengths of steel tubing. One of the concre pillars and much of the railing are no longer extant. Originally, the west end of the footbridge opened onto the Potter Hotel grounds through a gap in the creek bank's sandstone revetment. This opening has been blocked with a chain-link and wooden gate.*

**P3b. Resource Attributes:** (List attributes and codes) *HP19 - Bridge*

**P4. Resources Present** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects)



**P5b. Description of Photo:** (View, date, accession #)
*Potter Hotel Footbridge (View toward southeast). Photo No: 100-9, 9/16/1999*

**P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☒ Historic ☐ Both

*circa 1905,: Source: Post/Hazeltine, 1999: pp 80 - 81*

**P7. Owner and Address**
*City of Santa Barbara*

**P8. Recorded by:** (Name, affiliation, and address)
*Post/Hazeltine Associates, 2607 Orella Street, Santa Barbara, CA 93105*

**P9. Date Recorded:** *12/17/99*

**P10. Survey Type:** (Describe)
*on foot*

**P11. Report Citation:** (Cite survey report and other sources, or enter "none")

**Attachments** ☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☒ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

*Post/Hazeltine Associates, 1999: Phase I/II Architectural Assessment for the Mission Creek Flood Control Project, p. 80-82.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #**
**HRI #**



**NRHP Status Code**

**Resource Name or #:** (Assigned by recorder) *Potter Hotel Footbridge*

B1. Historic Name:
B2. Common Name: *Potter Hotel Footbridge*
B3. Original Use: *footbridge* B4. Present Use: *no longer used*
**B5. Architectural Style:**
**B6. Construction History:** (Construction date, alterations, and date of alterations)
*Available documentation suggests that the footbridge was associated with the Potter Hotel, Santa Barbara's grandest and*

**B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date : Original Location:
**B8. Related Features:**

B9a. Architect: *unknown* b. Builder: *unknown*
**B10. Significance: Theme:** *Early Twentieth Century Engineering* Area:
**Period of Significance:** *1905-1921* **Property Type:** *Public* **Applicable Criteria:** *None*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
*The Potter Hotel footbridge meets one or more criteria under City, State or National Register of Historic Places guidelines.*

*City criteria a, h and i:*

*a) The Potter Hotel footbridge was intended to allow foot traffic (most likely for hotel porters carrying the luggage of train passengers) to cross Mission Creek from the Santa Barbara Depot to the grounds of the Potter Hotel. After the Potter (by this time renamed The Ambassador) burned in 1921, only two elements associated with hotel survived, the footbridge and the hotel's freestanding annex building (now 116 and 118 Bath Street).*

*h) As the only remaining element linked to both the Potter Hotel and the Santa Barbara Depot, the footbridge is a significant resource in the history of Santa Barbara. Its removal would adversely impact the integrity of the Santa Barbara Depot. The loss of the Potter Hotel footbridge would also impact the early Twentieth century streetscape between the Depot and Mason Street.*

*i) The Potter Hotel footbridge has been an established visual feature of the neighborhood for at least the last 90 years.*

*In the opinion of Post/Hazeltine Associates the footbridge, historically associated with the Potter Hotel, qualifies*

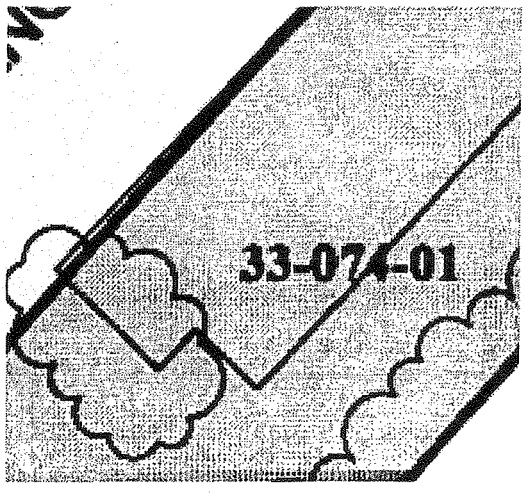
B11. Additional Resource Attributes: (List attributes and codes) *HP19 - Bridge*
**B12. References:**

B13. Remarks:

**B14. Evaluator:** *Pamela Post*
**Date of Evaluation:** *12/17/99*

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

**Page** 3 **of** 5 **Resource Name or #:** (Assigned by recorder) Potter Hotel Footbridge
**Recorded by:** Pamela Post **Date** 12/17/99 ☒ Continuation ☐ Update

***B6 Construction and Property History***

*most significant early Twentieth century resort (for a more complete assessment of the significance of the Potter Hotel to the City's history, please refer to the context study for the Waterfront Neighborhood). Its type of concrete construction and detailing, including the iron tubular railing, is the same as both the Mission Creek Diversion railing and the railing that once extended around the perimeter of the Potter Hotel. The footbridge is one of only two extant structures associated with the Potter Hotel (the other being the hotel annex located at 116 - 118 Bath Street).*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**CONTINUATION SHEET**

**Primary #**
**HRI #**
**Trinomial**

 **Resource Name or #:** (Assigned by recorder) Potter Hotel Footbridge
**Recorded by:** Pamela Post **Date** 12/17/99 ☒ Continuation ☐ Update

***B10. Significance***

*as a Structure of Merit. Because it has lost much of its context and several of its decorative elements, it does not meet the criteria established under the guidelines for designation as a City Landmark. It is important, nevertheless, because it has been a visual feature the neighborhood for the past ninety years and represents one of two remaining elements from the Potter Hotel.*

*The Potter Hotel footbridge does not meet any of the significance criteria for inclusion on either the State or National Register of Historic Places.*

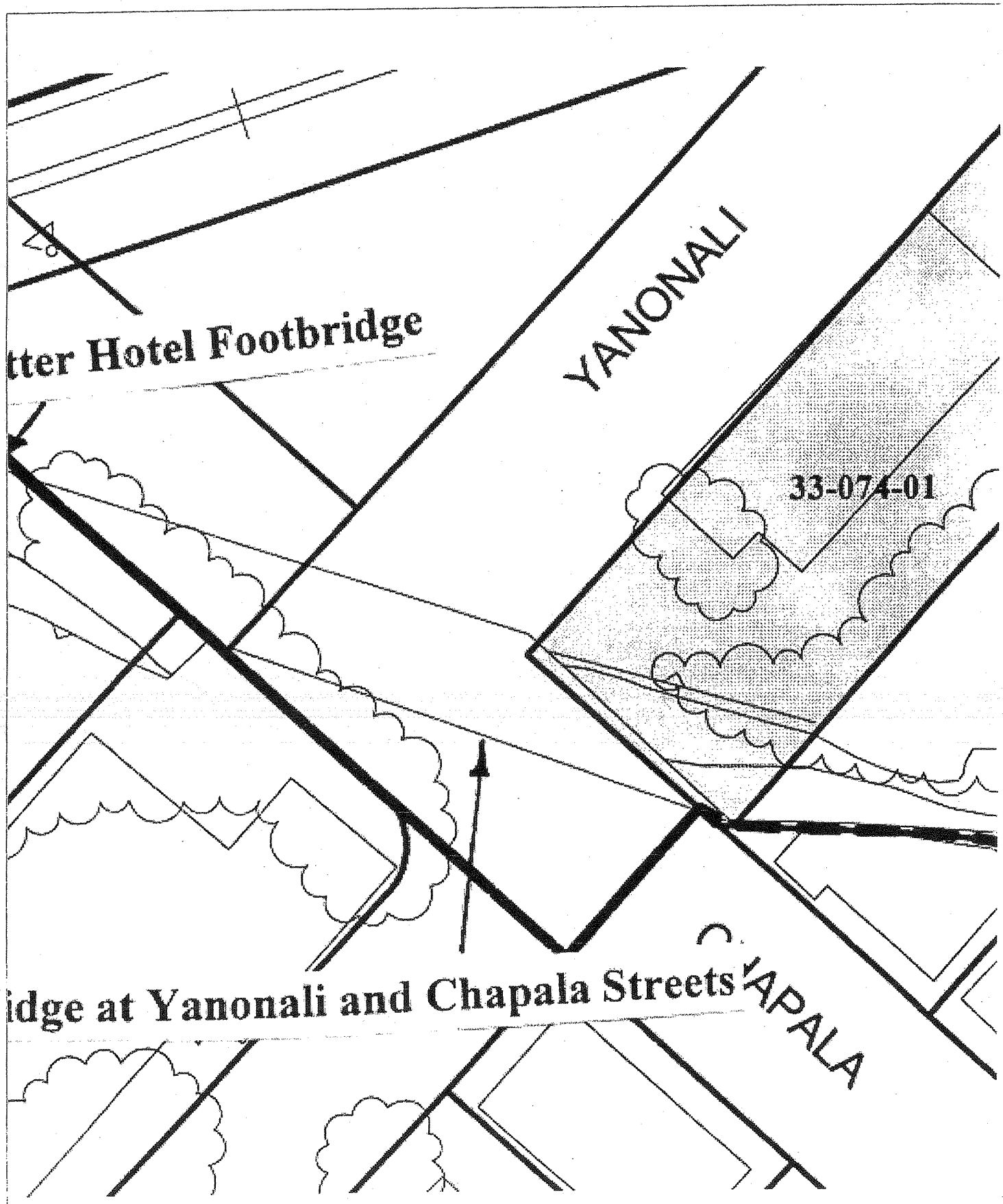
Map Reference #: 9

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**SKETCH MAP**

Primary #
HRI #
Trinomial

Page 5 Resource Name or # (Assigned by recorder) *Potter Hotel Footbridge*

*Drawn By: *City of Santa Barbara Community Development Department* *Date: *7/22/99*



# APPENDIX F

## SHPO Concurrence Letter for
## Lower Mission Creek Flood Control Study (1999)

STATE OF CALIFORNIA – THE RESOURCES AGENCY
GRAY DAVIS, *Governor*

**OFFICE OF HISTORIC PRESERVATION**
**DEPARTMENT OF PARKS AND RECREATION**
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov

August 3, 2000

Reply To: COE000106A

Mr. Robert E. Koplin, P.E.
Chief, Planning Division
Attn: Mr. Richard Perry (CESPL-PD-RN)
U.S. Army Corps of Engineers
P.O. Box 832711
Los Angeles, CA 90053-2325

Re: Lower Mission Creek Flood Control Study, Santa Barbara, CA

Dear Mr. Koplin:

Thank you for your letters of June 27 and August 1, 2000, requesting my review and comments in regard to the Corps of Engineer's (COE) efforts to determine whether the project described above may affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

The COE has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- Bridge 51C0246 – the Mission Creek Bridge between Bath and Dela Vina Street
- Bridge 51C0247 – the Mission Creek Bridge at the intersection of Dela Vina and Haley Street
- Bridge 51C0287 – the Mission Creek Bridge between Chapla and State Street
- Bridge 51C0301 – the Mission Creek Bridge between Castillo and Bath Street
- 116 Chapala Street, Santa Barbara, CA
- 134 Chapala Street, Santa Barbara, CA
- 29 State Street, Santa Barbara, CA
- 15 W Mason Street, Santa Barbara, CA
- 129 W Haley Street, Santa Barbara, CA
- 208 W Haley Street, Santa Barbara, CA
- 434 De La Vina Street, Santa Barbara, CA
- 221 W Cota Street, Santa Barbara, CA
- 230 W Cota Street, Santa Barbara, CA
- 532 Bath Street, Santa Barbara, CA
- 536 Bath Street, Santa Barbara, CA
- 631 Bath Street, Santa Barbara, CA
- 633 Bath Street, Santa Barbara, CA
- 303 W Ortega Street, Santa Barbara, CA
- 306 W Ortega Street, Santa Barbara, CA
- 308 W Ortega Street, Santa Barbara, CA
- 326 W De la Guerra, Santa Barbara, CA

In addition the COE has determined that the following are eligible for the NRHP under Criterion C:

- 118 Chapala Street, Santa Barbara, CA
- 120 Chapala Street, Santa Barbara, CA
- 20 W Mason Street, Santa Barbara, CA
- 309 W Ortega Street, Santa Barbara, CA
- 311/313 W Ortega Street, Santa Barbara, CA
- Chapala Street Pony Truss Bridge
- Mission Creek Diversion

The COE has also determined that the Lower Mission Creek Flood Control Project will have no adverse effect on historic properties. Based on review of the submitted documentation, I concur with the foregoing determinations.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlind@ohp.parks.ca.gov.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer